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A QUESTION OF LIFE AND DEATH.

"If there is one point clearer than another in the history of commerce it is this—that when a State cannot effectually protect its carrying trade in time of war, that trade passes from it and does not return. If England is ever found wanting in the power to defend her carrying trade, her fate will only too surely, and I might almost say justly, be that of Venice, Spain, Portugal, and Holland."—*Sir Charles Wilson.*

"Hitherto it has always been held that our fleet had to be strong enough to protect our commerce, to defend our shores, and to cope with fleets of any two allied nations. I maintain unhesitatingly that it is not strong enough to defend our coasts, to maintain our commerce, and to cope with the fleet of France alone. . . . To-day one half of the people in England would absolutely have no bread to eat, but for the food that comes in over the sea. It is a matter of life and death for you to protect the commerce, and you have not the ships to do it with; and there is not a man in the Admiralty who does not know that to be the case."—*Lord Charles Beresford.*

THERE are two texts supplied us this morning upon which it will be well for our people to meditate. Sir CHARLES WILSON is president of the Geographical Section of the British Association, Director-General of the Ordnance Survey, and one of the most distinguished officers in her Majesty's service. Lord CHARLES BERESFORD is the only man who has been a member of the present Board of Admiralty who is free to speak. He is a staunch supporter of the Government, and one of the most famous of our younger naval officers. The texts, therefore, are not the mere *ipse dixits* of irresponsible and prejudiced nonentities. They are the emphatic warnings of men who are among the best qualified to know the truth.

We cannot afford to play with this question. Is it true or is it not that there is not a man in the Admiralty who is not convinced that we have not sufficient ships to protect our commerce in time of war? By protection we do not of course mean absolute security against the casual capture of occasional ships, but a reasonable certainty that we could in a war with France maintain without serious interruption the bulk of our oversea trade? If we cannot do that we do not need to talk about anything else. That is our life. If our trade goes, all goes, for we are fed from over sea. This is a fundamental axiom which is so generally accepted that even Mr. COBDEN declared that "he would, if necessary, "spend one hundred millions to maintain an irresistible "superiority over France at sea." We do not need, therefore, to argue the point. There is not a single Englishman who will not admit that this is the first and the supreme duty of the Government of the Empire. Have we that irresistible superiority, or have we not? Can we protect our commerce, or can we not?

Lord CHARLES BERESFORD to both these questions answers with an emphatic No. Dare any of his late colleagues contradict him? If so, they will do well to speak up, and speak soon, or judgment will go against them by default. Upon this matter there ought not to be even the shadowy semblance of a doubt. Our "irresistible superiority" ought to be no more capable of dispute than the multiplication table. That it requires elaborate demonstration is in itself a condemnation of those responsible. We confess to some degree of impatience at reading the comments of the *Times* and other papers. "The indifference of the country," forsooth, is to blame! "The country ought to insist," and so forth. As if Tom, Dick, Harry, and the man in the white hat on the top of the omnibus were the supreme authorities. They may be the ultimate authorities, but the responsibility is not theirs. That lies at Whitehall. It is Mr. GOSCHEN'S, first and foremost. He knows his duty, but he does it not. He is Chancellor of the Exchequer, and if he were as earnest in office about the safety of the country as he professed to be when he was outside, we should not have to print such a jeremiad as the report of our interview with Lord CHARLES BERESFORD. After him the responsibility lies at the door of Lord GEORGE HAMILTON, the First Lord, and Mr. FORWOOD. What have they to say to this impeachment of their administration? It is in vain for them to try to shake it off by pleading the "indifference of the country," and their inability to do their duty until they are virtually kicked from behind by an excited and indignant public opinion. The country is not indifferent; it is they who have not the courage to do their duty. If they doubt this let them stand up before their countrymen and say candidly that they know the navy is not strong enough to protect our commerce, does any one doubt for a moment what the result would be?

IS THE NAVY STRONG ENOUGH?

An Interview with Lord Charles Beresford.

Lord CHARLES BERESFORD has no intention of abandoning the vantage-ground which he gained by the abandonment of his official position by keeping silence as to the shortcomings of the Navy. Last night at Sheffield he told the Cutlers at their annual feast the same truths which he has insisted upon at the Admiralty and in Parliament, as to the urgent necessity for more ships, better management, and a clear idea as to what is to be done and how to do it. Our representative caught him on the wing as it were, at 100, Eaton-square, on a passing visit to town between two grouse-shooting excursions in the North. The interview took place in Lord Charles's workroom. Overhead hung a map scored with his tracks round the world, on the walls were various engravings of the more notable incidents in his adventurous career. There you saw the little *Condor* blazing away under the guns of the Alexandrian forts, and on the other side a spirited picture of that famous Nile journey in one of Gordon's iron-plated steamers, which was never fated to reach Khartoum in time. In every nook and corner was some indication of the Ulysses-like wanderings of the occupant of the room in collections of curious and interesting objects from all the lands and seas under heaven across which Lord Charles has wandered since first he entered the service in 1859. But the late Junior Naval Lord is a politician as well as a sailor, and his room is as plentifully littered with Blue-books and parliamentary papers as if he were a mere parliamentarian, innocent of any other preoccupation than that of making speeches and listening to them in the House of Commons. Lord Charles Beresford was looking well. His resolute energetic features were as full of determination as ever. He paced backwards and forwards as if on his own quarter-deck, speaking with the rough, untutored eloquence that comes natural to a man of great nerve and immense vitality who has been taken possession of body and soul by a great idea. If any one in the service or out of it imagines that Lord Charles Beresford has sheered out of the fight, having had enough of it, they little know Lord Charles, and still less the extent to which the cause of the Navy has possessed him. So far from having had enough of it, he feels that he is only beginning the campaign, and he is full of hope and buoyant confidence in ultimate victory. The following conversation will therefore be read with interest, foreshadowing as it does the lines on which the struggle to establish our naval supremacy is likely to be fought out in the next few months.

"Now," said Lord Charles Beresford peremptorily, "understand me that I will not have a word said against the present Board. My late colleagues have done a heap of good things. They have worked away famously at the dockyards, they have made many changes for the better in all the land administration, they have done something to improve the pay of the lieutenants, and they have instituted and carried out the naval manœuvres. They have worked very hard, and they are good fellows, heart and soul devoted to the service."

"Then why did you leave them?"

"Because, although they did much, they did not do all that need to be done. So far as they went, they did well. I wanted them to do better and to go further. They refused. I had no option but to loyally support a policy which I thought fraught with danger to the safety, nay to the very existence of the Empire, or to come out. So out I came."

"But were the differences sufficient to justify the sacrifice of the leverage of your position within the Board? They did a good deal when you were there. You might have done still more. Now you have put yourself outside, and unless you can reform the system altogether, you will not be able to reform it at all."

"No doubt; no one should resign lightly and abandon the opportunity he has for pegging away at small things inside merely in the hope of effecting greater things outside. But I did not resign on a small matter. It was vital. Nominally, I resigned on the question of the Intelligence Department; but the question which lay behind it was the strength of the navy and its organization for war. Upon these points, which certainly

are the most important of all, I was dissatisfied with the position of affairs I could not take the responsibility of remaining in office, knowing the navy to be inadequate, and that there was no proper organization for war. Therefore I came out, and everything that has happened since confirms me in the soundness of my decision."

"The Intelligence Department that was——"

"That was the subject on which you got hold of a paper of mine—I never could find out how—and published it. But strong as that paper was, it was not so strong as the original which I sent in to the Admiralty, and which they have among their papers to this day. In it I roundly declared that the fact of not having an Intelligence Department was absolutely criminal. I went to the Admiralty in the hope of establishing an organization for war. The Intelligence Department was formed, but the necessary organization for war was left alone. When I called attention to this I was told I was interfering with another lord's work. So I could not, after what I had said, continue to be *particeps criminis*."

"But is there no Intelligence Department?"

"A kind of one. But not a real Intelligence Department. The Intelligence Department should be for the navy what the General Staff is for the army. It is the directing brain, the central intelligence which foresees, prepares, and issues orders for action in all contingencies. It should think out in peace all the problems of war, and be able the moment war breaks out to use instantly every available ship to the greatest possible purpose against the enemy."

"But is there no such directing brain?"

"Ask any of our captains, ask anybody in the service, high or ow, whether, if war broke out with France to-morrow, a contingency which we all hope is very remote, but one which must constantly be present to the minds of the British naval officers he has ever received from the authorities the slightest inkling of an idea as to what he would have to do with his ship on the outbreak of war? What will be the result? Simply that whenever war does break out we shall all be twiddling our thumbs and fretting and fuming and waiting for orders which the Admiralty will have to improvise on the spur of the moment under all the excitement of war at the very time when they ought to be in course of execution. It is criminal madness. Look at Germany. If war broke out to-morrow there is not a man in the millions whom Von Moltke has drilled into that superb army who does not know exactly what he has to do and how it has to be done. Between foresight and happy-go-lucky, that is the difference between the German General Staff and the British Admiralty which neither foresees, prepares, nor directs anything—beyond the mere routine of peace.

"But navies are maintained for war."

"And in war there is no one at Whitehall who has an idea as to what to do with our navy. You think I am exaggerating; I only wish I was. Read the First Sea Lord's evidence before the Committee of the House of Commons, and ask yourself whether I exaggerate in the least. There you will find it confessed, after the employment of a deal of hydraulic pressure to extract the truth, that no one at the Admiralty has even considered the preliminary question as to what would be the actual requirements of the Empire in time of war. Of course, until that initial question is settled, it is vain to think of any scientific elaboration of a Plan of Campaign."

"Then, do you mean to say that at the present moment Lord George Hamilton and his naval advisers——"

"I say nothing against Lord George Hamilton. He is an able, well-meaning First Lord, who would be first-class if he had a sufficiently energetic and progressive Admiral at his back."

"Very well; but do you mean to say that at the Admiralty there is no clearly drawn-up scheme of operations which could be instantly acted upon in case of war?"

"Certainly not: there is no such thing. We should all be at sixes and sevens if we went to war to-morrow, and the consequence would be that we should lose the invaluable advantage of striking the first blow. Steam and speed—these are the dominant factors in the naval warfare of the future. Within five minutes of the declaration of war the swiftest and most powerful ships in our navy ought to be launched like thunderbolts at all the weakest points in the vitals of our enemy. The first twenty-four hours after war has broken out will probably see decisive blows struck which will influence the whole course of the war on either side. But this immense advantage is practically thrown away for sheer lack of forethought and ordinary intelligence which direct affairs."

"But surely just as every traffic manager who has to prepare for a Bank Holiday or a sudden glut of traffic calculates to a nicety exactly what will happen and prepares for it, so the Admiralty is bound to have carefully thought out and provided for at least all the greater contingencies which would have to be faced in a war with France."

"Fiddlesticks and nonsense! Perhaps they are bound to; but they have not done it, that is all, and the proof of the fact is that they have not provided sufficient ships to carry out any plan of operations against even a single Power. Hitherto it has always been held that our fleet had to be strong enough to protect our commerce, to defend our shores, and to cope with fleets of any two allied nations. I maintain unhesitatingly that it is not strong enough to defend our coasts, to maintain our commerce, and to cope with the fleet of France alone. No doubt if we could arrange the whole of the French fleet face to face with the whole of the English fleet in the Mediterranean or the Atlantic we could give a very good account of them. But that is just what we cannot do; because our fleet is employed all over the world, protecting our commerce, our colonies, and our food supply. Therefore we have not sufficient available ships to cope with France alone, keeping in mind the immensity of the vulnerable area which our ships have to cover."

"What would you do then by way of strengthening the fleet?"

"That is a large question; but as a first step I would find out what was necessary by a definite proposal, and give the reason for that proposal. Then I believe you would find you would have to provide for the immediate construction of five ironclads and twenty cruisers in order to have a competent fighting force to hold the Channel against the enemy."

"But do you mean to say that at present we should have no ships available for such a purpose?"

"I do indeed, and you can cipher it out for yourself without any difficulty. Take the last naval manœuvres, and apply the evidence supplied by the experience of the blockading squadrons. As to the number of ships that are required to confine the blockaded squadron in any given port, the blockaders had seven ironclads against the five possessed by the blockaded; and seven cruisers against five. That is, there were fourteen ships, excluding torpedo-boats, blockading ten at each of the ports that were the scene of operations. Fourteen ships could not, however, prevent escape—in other words, could not effectively blockade them. The preponderance of force which the blockading squadron must have over the blockaded must exceed the proportions of 14 to 10; or, confining it to ironclads alone, of 7 to 5. Now, take the case of France. The French have 15 ironclads at Toulon, 5 at Cherbourg, and 5 at Brest. On the principle that the blockading squadron must be at least one-third as strong again as that which it blockades, we require 20 ironclads for the Mediterranean and 13 to watch Cherbourg and Brest, without allowing for reliefs, or the necessity of returning to coaling ports. When you have supplied all these ironclads for watching the three chief ports of France, and supplied the others necessary for maintaining the flag on the chief foreign stations, how many ironclads do you think will have available for the defence of the Channel? Not a solitary one. Hence I say we ought to build at once five ironclads and twenty cruisers.

"That, however, is only one point in your Reform Bill?"

"Only one—and not the most important point. The first thing that I should like to see is the establishment of a complete and simple system of direct responsibility at the Admiralty; so that there would be persons who would be responsible for the state of the Navy and the organization of the fleet for war purposes. Secondly, I would have the whole of the navy overhauled in order to prepare it for war—that is to say, I would take out all your heavy masts and spars, which weigh as much as 200 tons in an ironclad, and serve no mortal purpose excepting that of giving a little gymnastic exercise to a a handful of Jack Tars."

"But would you not thereby destroy the chance of teaching your sailors seamanship, and make the ironclad more of a tin-kettle than ever?"

"I would meet that by reviving the training squadrons and sending the boys cruising in brigs where they would learn seamanship. I don't undervalue—far from it—the training which a man gets by handling spars and yards. I have been at sea all my life, and may have put in more actual days at sea service than the First Naval Lord himself, although he does, not unnaturally, look down upon me as a mere boy. I joined the Navy in 1859, and I have been in the service nearly ever since. I don't think the *personnel* of the navy was ever better. Both officers and men are full of devotion to the service, full of zeal and anxiety to learn everything that they can learn. What is wanted is that we should meet this desire on their part by a corresponding display of intelligence on the part of the Admiralty; so that we may modernize the Navy throughout. It is too much in the grasp of obsolete traditions. We want to vitalize it throughout with modern ideas—For that reason I would only let the Naval Lords remain three years at the Admiralty and continually replenish the stock of administrators by bringing men from the blue water. But I need not go into details of the re-organization which I think should be adopted at Whitehall. I expounded all that at some length in the *Nineteenth Century* of May and June last."

"Have you formed any idea as to what should be the size of the British fleet?"

"My idea is that the Government should assemble all the most competent experts and say to them, 'Here is the Empire and its trade. What is the minimum of force necessary to protect the Empire and defend the trade in time of war?' No doubt there would be as many opinions and reasons for it at first among sailors as there are heads. But when you got them together into one room and said to them, 'Now you have every one of you got a yarn in your head; put them together and twist them into a rope,' then you would find that these minor differences would disappear, and you would get a solid practical intelligent statement as to what the country really needs. Having got that statement, I would put the statement before the country, and the cost, and then it is for the country to judge what it will do when it knows the truth."

"You agree with Admiral Hornby?"

"Absolutely. There is no man in the whole service with whom I am in more perfect accord. But you will find that there is little difference of opinion among all the best officers in the navy as to what should be done. Even the older reactionaries themselves, who will not say right out as we do that the Navy is scandalously inadequate, and could not discharge the duties which would be expected of it in time of war, are compelled to admit when you put the case to them, that we have not got ships to do the work with. Why, good heavens! you hear people to-day saying that it is impossible for our navy to protect our commerce! All I can say is that in the days of Nelson our commerce was a comparative luxury which England could dispense with; for she was all fed from her own fields. To-day one half of the people in England would absolutely have no bread to eat but for the food that comes in over the sea. It is a matter of life and death for you to protect the commerce, and you have not the ships to do it with; and there is not a man in the Admiralty that does not know that to be the case. And yet we go on talking about invasion, as if that were the danger we have to face! What enemy would be mad enough to invade this country, unless he had command of the sea? And what enemy if he had command of the sea would be mad enough to risk the chances of a military descent when he could starve us all into absolute submission by simply stopping our supplies of food? There is the danger. And in arousing the public to a sense of the peril which is impending, the Press can do the best service which it can render to the Empire."

A PRECEDENT FOR THE WHITECHAPEL MURDER.

By Mr. William Westall.

Owing to its exceptional atrocity and seeming purposelessness, it has been suggested that the Whitechapel murder must needs be the work of a maniac. The utter poverty of the woman is against the supposition that the murderer's motive could be greed; jealousy is equally out of the question; there is nothing to show that she had enemies; and, even assuming a motive, no sane malefactor, after cutting his victim's throat, would deliberately mutilate her out of pure fiendishness.

People who argue thus (though it is, of course, quite possible that a maniac may in this case be the criminal) forget, or do not know, that there are unfortunately many instances on record of murders equally purposeless and atrocious having been committed by persons whose sanity was beyond doubt—unless we are to believe that all who in times past have taken pleasure in human suffering were insane, and that cannibals and contemporary savages, who torture prisoners by way of pastime, are irresponsible and, therefore, guiltless lunatics. In every community, however highly civilized, are savages, and probably potential cannibals, who are restrained only by fear from gratifying their homicidal propensities, and who, occasion serving, and when they think they can reckon on impunity, do gratify them.

A striking case of this sort, resembling in several of its features the Whitechapel murder, occurred some four score years ago in Bavaria. In 1806 there lived at the village of Regensdorf a day labourer of the name of Andreas Bichel. Very little seems to have been known of his antecedents, but he was a quiet, industrious man, and in comparatively easy circumstances. He lived in a decent cottage with his wife, who had the reputation of being as quiet as himself, and to whom he appeared to be warmly attached. Nevertheless, the Bichels were not well regarded by their neighbours, partly because they kept themselves very much to themselves, Andreas seldom if ever appearing in the village alehouse, and being otherwise of a reserved, unsociable disposition. It was, moreover, said that his honesty was not above reproach, that he did not disdain on occasions to pick up any unconsidered trifle that came in his way, but his peculations were so insignificant that they had never got him into trouble. He also earned a few coppers by telling fortunes, and one way and another the Bichels were supposed to be making a nice little thing of it, and even laying money by.

And so things went on until the early part of 1808, when a young woman of Regensdorf, named Katherina Leidel, mysteriously disappeared, and her friends sought for her in vain. Walburga, a younger sister, said that in the previous month word had come from Bichel that he was quite alone, and if Katherina wanted to have her fortune told he was ready to see her. On this Katherina informed Walburga that Bichel had a wonderful glass, in which those who looked could see their future, and after putting on her best clothes went, as the other supposed, to his house. Bichel, on being questioned, said that Katherina had indeed paid him a visit, but that after staying a short time in the house she went away with a man whom he did not know and could not describe. It was then remembered that two years previously another girl, of the name of Barbara Reisinger, had disappeared under precisely similar circumstances. She went to Bichel's house to peep into the magical glass, and had not been seen since. Moreover, Bichel's wife had sold some clothing which Barbara's friends recognized as having belonged to the missing girl, the possession of which Frau Bichel accounted for by saying that Barbara, having married a rich man in another part of the country, had no longer need of her peasant costume. It further appeared that Bichel had obtained from Barbara's parents, who were densely ignorant and credulous, the rest of the girl's clothing, by saying that she had got a good place in a distant town, and he would send it to her. When these things came to the knowledge of the authorities, Bichel's house was searched and himself and his wife were arrested. In the house were found several articles of clothing which had belonged to Katherina Leidel. These Bichel averred that he had bought in the market at Regensburg, and he still held to it that he knew not what had become of the missing girls. His manner, however, was that of a guilty man; his answers were contradictory and for the most part palpably false. The suspicion that the girls had met with foul play grew stronger, yet though Bichel's house and premises had been thoroughly searched, no evidence of murder having been committed was for some time forthcoming. But one of the local constables noticed that whenever they went to the house his dog prowled, smelling and barking, about an outbuilding, used for storing firewood. This put him on the right track; he had the wood removed; and buried in the ground under the wood were found parts of a human body. Beneath a heap of rubbish were found other remains, and, finally, the bodies of both the missing girls were disinterred, frightfully mutilated. It was evident that after killing them, the murderer had disembowelled them and torn out their hearts.

Nevertheless, Bichel still remained obdurate. He made an admission one day only to withdraw it the next, and confession being necessary for his conviction, the examining magistrate had recourse to an expedient which was hardly ever known to fail; it was believed to be more effective as a means of extorting admission of guilt than the question by torture, abolished in Bavaria only a short time previously. Bichel was taken to his own house, and, in the presence of the mutilated remains of his victims, solemnly exhorted to tell the truth and save his soul. His guilt he could now no longer deny, and three days afterwards he made full confession. He had killed both girls in the same way. After enticing them into his house to have their fortunes told, he persuaded them—as an essential preliminary to the efficacy of his incantations—to let him tie their hands behind their backs and bandage their eyes. The rest was easy. Barbara Reisinger he killed by a stab in the neck with a knife, Katherina Leidel by a blow on the head with a hammer. He then cut open the body—as it might seem, out of pure devilishness—and bathed his hands and covered the house floor with blood; thereby, of course, greatly increasing the chances of detection. His motive, as he alleged, was to appropriate the girls' clothing—of which, however, he admitted he had no need, and could only dispose of with great difficulty.

Feuerbach, the German criminalist, has written a remarkable study of this case in its psychological aspects. He characterizes Bichel as a man at once cunning and covetous, secretive and timid, quite capable of committing terrible crimes for small gains, and murdering for the mere pleasure of killing—always provided he could do so without immediate danger to himself; the ultimate risk, the chances of detection, he was too stupid either to estimate or understand. Of a crime that demanded for its execution courage, strength, and skill, he was altogether incapable. Before venturing to kill Katherina Leidel and Barbara Reisinger he had them safe in his own house, bound and blindfolded. If they had looked him in the face he could not have raised a hand against them. It was timidity, not sobriety, that kept him from the alehouse; he feared the jeers and disliked the jokes and rough ways of the village louts, because he had not the courage to resent them. The cruelty and pitilessness of his nature were aggravated by a consciousness of his own cowardice, and his greed was excited by the sight of any evidence of wealth. Whenever he saw a well-dressed girl he wanted to rob her and take her clothes. He invited other girls besides Leidel and Reisinger to come in their best and have their fortunes told; but either because they went in company, or his courage, such as it was, failed him, they escaped. It is highly significant that it never seems to have occurred to him to inveigle into his house either a man or a boy.

Bichel was sentenced to death and beheaded. There is, unfortunately, no reason to believe that the race of Bichels is extinct. It is probable that the miscreant who committed the Whitechapel murder has much in common with him. None but a densely stupid man, devoured by greed, would risk his neck for such insignificant plunder as he could obtain from a street-walker; none but a stealthy coward would steal on a woman unawares and cut her throat; and, finally, none but a creature with a lust for blood and devoid of all sense of pity would, after killing his victim, mutilate her body. The Whitechapel murderer is as much a savage as an untamed Australian aborigine, yet utterly devoid of the courage which is often the savage's sole redeeming virtue.

NEW BOOKS.

Birds' Nests and Eggs.

"Birdsnesting and Birdskinning." By Miller Christie. (London: T. Fisher Unwin. 1888.) This little volume describes the chief points relating to the nests and eggs of British birds. It professes to appeal rather to the embryo than to the finished ornithologist, being intended for the schoolboy's pocket, yet it might easily prove useful for reference to much "older boys." The arrangement adopted is alphabetical, under each species being set out full details as to site and materials of the nest, number, appearance, and size of the eggs, together with the date of breeding. These latter, however, are too indefinite; such dates as "April and May," or "March to June," are really useless, and even within such wide bounds we notice an inaccuracy here and there. The little book, nevertheless, is thoroughly well calculated to serve the modest purpose aimed at by its author—or rather editor, since a former edition was produced by Mr. Newman some thirty years ago. The chapters on egg collecting and bird skinning are practical and well written, and the whole book represents careful and painstaking work.

"Old and New Spain."

"Old and New Spain." By Henry M. Field. (Ward and Downey.) This book consists, in about equal parts, of the reflections of an American traveller passing along the beaten track of tourists from St. Sebastian to Gibraltar, and of his interviews with and observations on the more or less distinguished Spaniards with whom he became acquainted. The reflections have reference to the ancient grandeur and present depression of the country, and are such as might be expected to flow from the pen of any average Dissenting minister to whom his congregation had awarded a run upon the Continent. The interviews are more interesting, as through the good offices of friends at Madrid he obtained access to several of the leading politicians of the capital. It is really remarkable that, scarcely knowing a word of Spanish, he is able to give a graphic account of the substance of an important debate on the then latest insurrection, and his interviews with Señor Castelar and the Archbishop of Granada are worthy of the correspondent of the most enterprising of newspapers. Spanish travellers therefore may do worse than take this book with them, as they will find in it the complement of that in which our English guide books too exclusively abound, dissertations, namely, on art, cookery, and the picturesque. Our American gives us a sentimental journey mitigated by interviews.

OCCASIONAL NOTES.

We publish elsewhere with great regret the news of a disastrous defeat of the small British force on Lake Nyassa by the Arab slave-traders. The attack on the Arab stockade took place on June 16. The surprise failed. The stockade was much stronger than they expected; the men detailed to burn the fence and fire the village did not turn up, and in the end the little force was beaten back. One Englishman was killed, Captains Lugard and Rolfe are dangerously wounded. Eight natives were killed and twenty-two wounded. The Arabs are triumphant, and operations are suspended until the British force, which is now under twenty strong, can bring up a cannon from the coast. The struggle lasted three hours, and the fighting seems to have been very desperate. If the Arabs take the offensive it may go hard with our countrymen.

"The Queen of Servia has no friends left in Servia." So said the King and the King's friends. "Her conduct has alienated the sympathies of the entire people." In proof whereof we have a decree issued by the Servian Government peremptorily forbidding any decorations or illuminations in honour of the Queen on her fête, which happens to fall due to-day. All cafés and public-houses have to be closed at nine to-night, and no services are to be allowed in any of the churches in honour of the Queen. Lest the non-existent friends of poor Nathalie should set her recreant husband's orders at defiance, the police and soldiers are held in readiness to suppress any "riot." And even with all these preparations, it is said the Government fears it will not be able to enforce the Royal decree! The King must indeed be in a bad way when he dare not even allow her subjects to pray for their injured Queen.

"It seems to me," said the Duke of Rutland at the Cutler's Feast last night, "that Canada and England united in a just cause may afford to treat with perfect equanimity language such as that which President Cleveland has uttered." Sir Charles Tupper, who was also present at the banquet said ditto on behalf of Canada to the Duke's statements on behalf of England, and undertook that nothing "indiscreet" or "irritating" should be done by the Canadian Government. Let us hope that this double rebuke will be taken to heart by the *Standard* and any other persons who are tempted to "prod the British lion" into a passion over a passing incident of the Presidential contest in the States.

What unmitigated nonsense the *Standard* serves up to its readers this morning in its first article about Russia! Unless barriers are erected, it tells us, to the "silent mass of Muscovite aggressiveness," "European civilization will some day as surely and as utterly disappear as some Swiss village under the *débris* of an Alpine avalanche." "How long," it asks, "can a truce be maintained between those who are resolved to resist and the Power that perpetually assails," meaning, of course, that the Power that perpetually assails is Russia. What midsummer madness is all this? Russia has never attacked a Christian Power since the burning of Moscow, although Christian Powers have repeatedly attacked her. At this moment there is not a more pacific man in Europe than the Tzar, and Russian policy is the chief security for the tranquillity of Europe. Why, then, all this grotesque mouthing on the part of the oracle of Shoe-lane?

Any one who wants a short cut to the wonderland of electrical science should make a point of reading Mr. Preece's presidential address, a summary of which is given in another column. It is interesting throughout, and interesting in varied ways—containing matter calculated both to astonish the unscientific reader, to tantalize and to perplex. There is quite a Macaulayesque touch in Mr. Preece's description of the transmission of energy, whereby "the waterfalls of Wales may be utilized in London, the torrents of the Highlands may work the tramways of Edinburgh, and the wasted horse-power of Niagara may light up New York." An astonishing result truly of applied science; but how tantalizing is the statement that the actual cost of producing electric light as compared with that of producing gas is as 9*d.* to 1*s.* 3*d.*, when one recalls that here in London we are still doomed to grope in the darkness and pine in the unhealthiness of gas because it is so much cheaper.

And here is a curious paradox. Mr. Preece puts hardly any limit to the powers of electricity, except only in one direction. It can upheave mountains and blast quarries; but he does not think it will be able to extinguish animal life. The New York Act for execution by electricity will, he says, be a failure; for

> I have seen the difficulty of killing even a rabbit with the most powerful induction coil ever made, and I know those who have escaped and recovered from the stroke of a lightning discharge.

How curiously suggestive it will be if life should be the one thing which at each end of the scale evaded the powers of electricity. It cannot generate life; and so far it has not found a way to extinguish it.

What a charming anecdote that is which Miss Helen Gladstone told at Wrexham of the "sweet girl graduates" at Newnham. She said she recollected when she was a student at Newnham a motion being brought before the debating society, and carried by a large majority, that life without gossip was not worth having—which was delightfully frank on the part of the Newnham girls. Did anyone, we wonder, take notes of that famous discussion? If so, we should be glad to print them, or part of them. They would be quite as important, and much more amusing than many much more pretentious discussions in the Houses of Parliament.

Lord Bramwell, in his address at Bath yesterday, summed up his case against Socialism as follows:—

> I once said to Mr. Newmarch, "I am a bit of a Socialist." He said, "Yes; every right-minded man has a tendency that way." Our reasons were the same. It is impossible not to have a doubt or misgiving whether it is right that one man should have in an hour as many pounds sterling as another has in a year; whether one man should suffer the extreme of misery and privation and another have every, not only necessity, but superfluity. It is a truth hard to believe; but I am satisfied that it is a truth. The great object of a society in this matter should be to make what the Americans call the largest pile—the greatest quantity to be distributed and consumed. I do not say that a more equal division than exists is not desirable, but I say that in the attempt to bring it about by law the pile will be reduced. If you gave an equal share to each, do you suppose—can any one suppose—that each would work as hard as he does now? When men are as honest as the bees we may have Socialism or Communism—not till then.

Now, we reply to this that while it is one great object of a society to make the largest pile, it is not the only object, and probably even Lord Bramwell would admit that it would be better to produce £900 and distribute it equally between ten men than to produce £1,000, if the latter could only be done by giving one man £750 and dividing £250 between the other nine.

Lord Bramwell would probably reply that the difference between the pile accumulated under the present system, and that under a Socialistic regime would be much greater than that between £900 and £1,000. We grant this, if you apply Socialistic principles without regard to the limitations of common sense. But there is a wide area within which a good deal can be done in Socialistic experiment without seriously impairing the force of the acquisitive instinct. Even if men and women are regarded merely as contributors to the common pile, there is much to be said in favour of introducing checks to prevent the lower ranks of contributors being so trampled under foot as to impair their efficiency as wealth producers, and at the same time to prevent the few at the top being so demoralized by wealth and luxury as to render them practically useless as contributors to the pile.

We are glad to see that the Parnell Expenses Fund is steadily mounting to a respectable figure, and that several of Mr. Parnell's colleagues in the House of Commons are represented in the list of subscribers. But we miss the names of Mr. Chamberlain and his fellow-members of the old Gladstone Cabinet who according to the ex-Premier joined in an unanimous verdict in Mr. Parnell's favour arrived at six years ago, but who have now insisted upon having the issue re-tried. We do not grudge them their desire to have their judgment confirmed, but why do they not help to defray the expenses?

A "Life of St. Wladimir," published by the Benevolent Society of St. Petersburg, is said to have had as enormous a circulation in Russia as the Boulanger pamphlet in France. The difference in the two pamphlets is characteristic of the difference between the two peoples, and does not promise well for a very hearty French-Russian alliance. To the Russian religion is everything in politics, to the Frenchman it is nothing. There are doubtless plenty of believing Frenchmen and unbelieving Russians, but it would be impossible in France for the life of a saint, written by a professor of theology, to attain a circulation of hundreds of thousands among the masses. Dr. Malischewski, the head of the theological faculty at the University of Kieff, may boast of being the author of a tract of sixteen pages which almost every Russian who knows his alphabet has read. The little work is in quarto shape; it is illustrated with chromo-lithographs of the Saint, views of the churches of St. Wladimir at Kieff and the Chersonesus, the ruins of the ancient Wladimir church and of the church of the Redeemer in Berestone. The Brotherhood of St. Sergius and St. Hermann in Viborg

is translating the life into the Finnish tongue with a view to its circulation in Finland; and Posdenewa, the professor of the Oriental languages at St. Petersburg, has been commissioned by the Holy Synod to prepare a Kalmuck translation. The Russian painter Wasnezoff has also received a commission for "icons" of St. Wladimir and St. Olga, copies of which are to be distributed gratis among the Russian poor as memorials of the great national and Orthodox festival of the 900th anniversary of the beginning of Russian Christianity.

"SHE" ON THE STAGE.

THE FIRST PERFORMANCE AT THE GAIETY.

THERE was something truly and touchingly ingenuous in the way in which Mr. Rider Haggard, yesterday evening, walked into the trap laid for him by the humorists of the Gaiety gallery. These playful gods, having somewhat impatiently endured three hours and a half of "She," recognized in the beaming elation of the distinguished author an opportunity for revenge. "We'll have some fun to finish up" they thought, and clamoured vociferously for a speech. In this they took a mean advantage of Mr. Haggard's inexperience, and he, accepting the ironical compliment in all good faith, hastened to provide them with the sport they hungered for. It was a heartless trick, and one could not but feel sorry for its victim; for never did author cut a more ridiculous figure. Even if the play had been a signal success, such an allocution as Mr. Haggard's would have been in the most doubtful taste. As the production was anything but a signal success, the spectacle of Mr. Haggard congratulating himself, the audience and the world at large was one to make the thoughtless laugh and the judicious grieve. His behaviour, as we have said, was exquisitely simple-minded; but when simplicity is carried to such a pitch the world is apt to give it a harsher name.

It is hard to believe that any one concerned, except Mr. Haggard, imagined the play to have gone off satisfactorily. When it is docked of much superfluous dialogue, and when Miss Sophie Eyre has mastered the words of her part, it will no doubt be less tedious than it was last evening. But the combined efforts of Mr. Edward Rose, Mr. William Sidney and Miss Clo Graves have in fact merely served to demonstrate the essential unfitness of "She" for the stage. It is possible that an adaptor of extraordinary tact and skill, an actress of the rarest physical and mental gifts, and a stage-manager of original and inventive genius, might make something of the theme; but, as it happens, not one of these requisites has been forthcoming. The adaptors have failed to overcome the radical weakness of the story—to wit, our total lack of interest in that most commonplace of hobbledehoys, Leo Vincey. So far as the book presents any drama at all, it lies in the rivalry of Ayesha and Ustane for the love of this robust and rosy-gilled undergraduate—a rivalry which it is quite impossible to take seriously. The presentation in the flesh of Kallikrates the Second emphasizes the absurdity of the thing. The adaptors seem to have felt that they had but a poor puppet for a hero, and have done their best to make him interesting by placing in his mouth the very finest of Mr. Haggard's flights of fine writing. Never was expedient less successful. The audience simply laughed at the fustian, which was too patently out of character to seem anything but a mere excrescence. Kallikrates-Leo remained the most uninteresting of mortals, and his passionless and futile love affairs left us utterly unmoved. As for Ayesha, the one side of her character which the adaptors and the actress between them succeeded in throwing into relief was the tendency to trivial and somewhat vulgar coquetry with which Mr. Haggard has endowed her. The comminations, too, Miss Eyre delivered with a certain vigour; but her attempts to assume the majesty and mystery of "She who must be obeyed" were foredoomed to failure. By adroit manipulation of her drapery when she stood on the steps of the throne she managed to add, in appearance, to her unimposing stature; but nothing could be less convincing than the magic glamour of her beauty or the baleful lightning of her glance. Her delivery, always monotonous, was frequently inaudible, and in more than one passage she was very much astray in her words. Her death-scene, to which lovers of the horrible looked forward with keen expectation (their appetites whetted by Mr. Mansfield's Jekyll and Hyde), proved to be childishly simple and ineffective. It consisted of standing for a few moments behind a column of steam with a red light upon it, then rushing behind the scenes, putting on a grey gauze veil, and rushing forth again to sink down in a heap on the stage. Miss Eyre's Ayesha, however, satisfied and even enraptured Mr. Rider Haggard, so that her labour has not been in vain. The mounting and stage management do little to heighten the effect. The Amahagger are an amusingly operatic race of people and their dancing is a very mild performance. Not even Mr. Haggard can have found the hot-pot scene and the ensuing battle quite as thrilling as his fancy painted them; and as for Mr. Holly's sensation leap over the bottomless abyss, the trick of it was too patent to deceive a child.

Except in the part of Ayesha, the play gives little scope for acting. Mr. Maurice, as Leo, looked sufficiently handsome, and Mr. Julian Cross did all that was required with the part of Holly. Mr. James East, as the comic servant, succeeeded in boring the audience beyond endurance, but it must be admitted that the authors gave him every opportunity. Mr. H. Maxwell as Billali spoke his lines excellently and Miss Mary Rorke played Ustane with real grace and feeling. It is only fair to say that although the audience at times manifested a good deal of impatience, some of the scenes were loudly applauded and seemed to give genuine satisfaction. Mr. Sidney and Miss Graves responded to the call for the adaptors, Mr. Rose preferring to blush unseen. If only Mr. Haggard had shown equal discretion!

A G.E.R. GRIEVANCE.

BY A SHAREHOLDER.

All English people who have travelled in the United States admit that the conveniences there are much greater for travellers and their baggage than they are at home here. Here is a sample of the way the Great Eastern Railway Company here provides for a traveller on their line. I was asked to stay at Clacton-on-Sea from Saturday, July 21, till the following Monday, and started with a second-class return ticket. My friend at Clacton told me that my train would stop at the small station at Thorp, about three miles before reaching Clacton, and that he would drive over, if fine, and take me on from there in his trap. As the day proved fine I accordingly alighted at Thorp, and was asked by the station-master at the door of the carriage for my ticket, which I produced. He said the ticket was not available for getting out at Thorp, and that I must get back into the train and go on in it to Clacton or pay 3*s.* 9*d.*, which he said was the cost of a ticket from some place to some other place. I asked if he was joking. He was not, and finding him polite and sane, I eventually had to give him my name and address on a scrap of my *Pall Mall Gazette*, for the purpose, as he said, of the Great Eastern Railway Company "taking the matter up." Well, I had a nice drive into Clacton and wondered during its continuance how much I had saved the Great Eastern Company in the shape of wear and tear of rolling stock, &c., by transferring my person from their premises to a dog-cart during the last three miles of the road. Now for the upshot. The company wrote me on the 26th July, and on the 8th, 10th, and 28th Aug., four letters in all, insisting upon my paying 6*s.* (not 3*s.* 9*d.*, which the polite station-master at Thorp had demanded). I have not the remotest intention of paying a penny of this claim, which I think every sensible person will regard as preposterous; but as a shareholder in the ordinary stock of this company may I ask you to kindly help me to protect my property? I have asked the company under what by-law they can proceed against me (they say they will now proceed) for leaving a train at a station short of the end of the journey mentioned on the ticket, but their only rejoinder is to the effect that proceedings will be taken against me to make me pay 6*s.* And yet the company complain of want of traffic, and at the next meeting my chairman will tell me as a shareholder in the concern that in spite of "extraordinary facilities and advantages extended to travellers on the Great Eastern lines," &c., &c., *ad nauseam*, "there have been fewer passengers than usual." *That*, I suppose, will be the time for me to get up and make a speech. The United States lines would be ruined in a month if they similarly endeavoured there to make passengers pay for *not* travelling the distance of a full journey. The G.E.R. Co., however, was still in existence up to the 28th ult. (date of last threatening epistle).

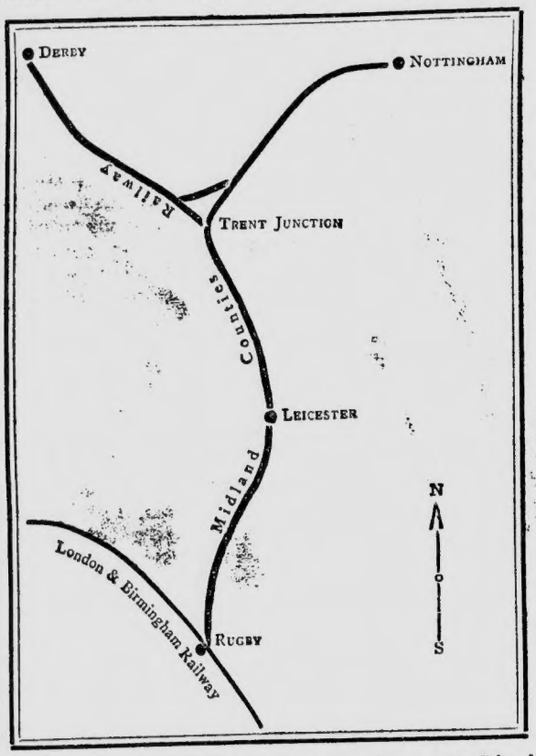
THE UNIONISTS AND THE SUGAR BOUNTIES.

BY "ONE WHO KNOWS."

IT will be interesting to notice how the Unionists, who are mostly professed Free Traders, will vote, when the Sugar Drawback Convention, an instrument avowedly in restriction of the freedom of trade, comes before Parliament. The essence of the proposal is that non-assenting States may have their sugar altogether excluded from Great Britain among other countries. It would be an edifying sight to see Mr. Bright, in order to maintain Ireland in slavery, voting to exclude French sugar from England, and thus destroying one of the great works of Mr. Cobden (the Anglo-French Treaty). Nor could the work of destroying the peaceful relations, built up during the past generation, between ourselves and France end there, for other Powers besides France refuse to sign the treaty. Portugal, whose colonies produce sugar, does not assent, nor does the great sugar empire of Brazil do so, nor the Argentine Republic. In order to prevent French sugar reaching us by way of those countries—a transhipment which would not cost more than 6*d.* per cwt.—a mere trifle out of a bounty of 6*s.* per cwt.—we should have to exclude all sugars coming from Portugal or its colonies, from Brazil, and from the Argentine Republic. Similar steps would have to be taken with the United States, with Sweden and Norway, and with other Powers. In short we should have to exclude sugar coming to us from about half the world, and the war of tariffs and the exploded "mercantile system" would again be upon us in full force, and in order to stop Home Rule in Ireland we should be exposed all over the earth to every form of commercial retaliation, simply that we might in return exclude French sugar from England, which the French chose to offer to us below the cost of production. Common sense would say that if the French chose to give a bounty of 6*s.* per cwt. to raw sugar, that would well enable our refiners to do a thriving trade and to contend against German bounties of 1*s.* per cwt. The way to encourage home manufacturing industries is surely not to shut out supplies of cheap raw materials. As to our West Indian colonies, their sugar exports continue to increase, and the cane sugar industry, conducted on modern systems, is notoriously a profitable one. Cheap sugar has built up vast new industries here in jam, chocolate, aerated waters, and many other industries. It has been an untold benefit to the consumers at large, by supplying them with the carbonaceous element in their food at a quarter of the old prices. Yet, for the sake of "reciprocity" and "fair trade," our Unionist Government proposes to risk the sacrifice of all these benefits; and to perpetuate injustice in Ireland, a large section of so-called Liberals, with Mr. Bright at their head, may vote for this retrograde policy.

THE INFANCY OF THE MIDLAND RAILWAY.

"I BOUGHT the other day," writes a correspondent, "for 3*s.* 'Terbutt's Guide to the Midland Counties Railway,' published at Leicester in 1840. This is the present Midland Railway in embryo, and is exceedingly interesting in connection with the extraordinary subsequent development of that ambitious line, which now possesses the grandest of our metropolitan stations, and, touching Bristol and Liverpool to the west, has a finger in the giant bridge which soon will span the stormy waters of the Firth of Forth. Here is the line as



it existed in 1840. It joined the London and Birmingham at Rugby, and at Derby it communicated with two little lines—one running south-west to Birmingham, the other, the North Midland, running northwards to Sheffield. Its extreme length from Rugby to Derby was under fifty miles. By the new line a traveller from London to Derby could do the journey in six and a half hours, and in nine hours he could reach Sheffield, a speed which much delighted the compiler of the guide. The original promoters of the line in 1833 were the proprietors of the Derbyshire and Nottinghamshire coalfields, and their bill received the Royal assent in 1836. It was an easy line to build, with only one important bridge, that over the River Trent, and no tunnels, or at least, as the guide-book says, "no perforations that ought to be dignified with that name." Here is what is said about the permanent way: 'The rails are the heaviest in use upon any railway, weighing 77 lb. to the yard. They are supported partly on blocks of stone from the millstone grit quarries near Cromford, each block having a base of five superficial feet and being one foot in thickness. Transverse sleepers of timber are chiefly employed on the embankments, for the reason that they allow of easier adjustment, which becomes necessary from the subsidence of the earth or material of which they are formed.' The whole cost was under £1,400,000."

CORRESPONDENCE.

A QUESTION FOR THE LIBRARIANS.

To the EDITOR *of the* PALL MALL GAZETTE.

SIR,—Apropos of the leading article in which you say that Cromwell "better than any other combined the three great ideas which England represents before the world—Liberty, Purity, and Empire," I am reminded of an entry which I recently saw in a catalogue of second-hand books and which ran as follows:—"The Life and Entertaining Adventures of Mr. Cleveland (natural son of Oliver Cromwell). 4 vols., 12mo. 1760." Can any of your readers give me any information about this book, and say what amount of credence should be attached to the statements which it may contain?—I am, yours faithfully,

INQUIRER.

IN PRAISE OF GIRLS' HIGH SCHOOLS.

To the EDITOR *of the* PALL MALL GAZETTE.

SIR,—Allow me, as a parent with considerable experience of high-school training, to enter a strong protest against the following remark in an article on "A National Society for Working Gentlewomen," in your issue of yesterday:—"Small children are sent off to a high school, certainly to the detriment of their manners; as, naturally, a teacher with seventy children in her class cannot be expected to attend to anything but their intellectual education." In point of fact, the number of pupils in a high-school form is usually under thirty, and never exceeds forty; while the admirable discipline maintained, and the attention bestowed on the children's behaviour, produce no less satisfactory results than those achieved by the thoroughly sound education given in these schools.—Yours faithfully

M. L. REID.

Sept.

At Home and Abroad.

No confirmation has been received in Russian official quarters of the revolt in Northern Afghanistan reported by the *Novoe Vremya* yesterday.

The German Emperor is to arrive in Vienna on the 2nd of October, and, as at present arranged, will remain four days in the capital. Three days are to be devoted to shooting excursions, and his Majesty will leave for Italy on the 9th.

A telegram from Zanzibar says the chief director of the German Company was fired on and forcibly prevented from landing at Pangani on Wednesday. He returned to Zanzibar for armed assistance, which was granted by the Sultan. The excitement may spread.

A New York correspondent telegraphs that a Canadian military officer, who had demonstrated how easily the American city of Detroit could be taken, and the navigation of the great lakes controlled, has been asked to resign his commission, in order to avoid giving offence to the United States.

Prince Ferdinand has refused to accept Major Panitza's resignation, saying that in times like the present officers ought not to resign.

Two new Bulgarian regiments are to be established, one of cavalry and the other of artillery, and a commission of officers has been sent to Hungary to buy 600 horses.

The Empress Augusta left Berlin yesterday for Weimar, to visit her relatives before making her annual stay in Baden-Baden.

The explosion of the boiler of a threshing machine near Ellendale, Dakota, yesterday, killed the whole crew of eight men.

No less than 55,274 persons visited the Crystal Palace yesterday.

The Prince of Wales left Homburg last evening for Gmünden, the residence of the Duke of Cumberland. The Crown Prince of Hesse visited his Royal Highness on Wednesday.

The Republican State Convention of Colorado nominated Mr. J. A. Cooper, of Denver, for Governor; and the Wisconsin Democratic State Convention nominated Mr. James Morgan, of Milwaukee.

An outbreak among the Navajo Indians in New Mexico is apprehended. They resisted the troops which were sent into their territory to expel the whisky pedlars, and a large force is now being sent against them.

Considerable concern is felt in St. Petersburg at the report of General Boulanger's intention to visit Russia. They fear a repetition of the incidents of M. Déroulede's visit on a larger scale.

The reports published by several foreign newspapers that there is a probability of Prince Alexander of Battenberg being eventually reinstated on the Bulgarian throne with the approval of Russia are absurd.

It is semi-officially denied that Prince Bismarck has any intention of reorganizing the departments of the Imperial service and creating Imperial Ministries.

A Reuter's telegram from Paris says:—Negotiations are proceeding between the French and English Governments for the removal of the prohibition against the importation of French cattle into the United Kingdom.

In consequence of the Carlist propaganda carried on by the pupils of several churches in the northern provinces of Spain the Governor of Guipuzcoa has issued an order for the expulsion of the monks of the convent of Fuenterrabia.

The bodies of two young men, who belonged to a band of suspected salmon poachers upon whom the river watchers recently made a raid, were found in the Tay yesterday.

A medical student, named Martin Vignoles Brabazon, was committed at the Guildhall police-court yesterday for trial on the charge of obtaining from Mr. J. T. Rossiter, solicitor, various sums of money by false pretences.

Mr. William O'Brien, who has been in Normandy for a week recruiting his health, left London for Ireland yesterday. He intends to make speeches and take a leading part in the agitation until Parliament reassembles.

The first battalion of the 1st Leicestershire Regiment, which has been stationed at York for some time, left yesterday for Liverpool, *en route* for Bermuda.

Baron Henry de Worms, in acknowledging congratulations sent to him by an Anti-Bounty Association, claims that the treaty which has just been concluded will secure that fair and untrammelled competition which is the first and essential attribute of all just commercial relations.

The annual competition for the Queen Victoria Jubilee Vase, among the members of the Ancient Golf Club, took place this week over the St. Andrew's Links, and was concluded yesterday afternoon. Mr. L. Armour became the holder of the trophy, beating Mr. A. M. Stewart in the final round by two holes.

The man John Smith, who shot his wife on Tuesday at Hookwood, near Horley, Surrey, and then fired at himself, died yesterday morning. It has transpired that he was wanted by the police for a robbery in London. The injured woman is progressing favourably.

At Bow-street police-court yesterday Police-constables Mark Jenkins, 185 L, and Herbert Wright, 259 L, were presented with £10 each out of the Police-court Reward Fund, in acknowledgment of their bravery in the capture of an armed burglar in Lambeth on the 27th ult.

A meeting under the auspices of the Vegetarian Society was held last evening in Shoreditch Town Hall. It was one of a series of over sixty to be held in North London, and to be followed by a second similar series in South London, a third in the East-end, and a fourth in the West-end.

The committee of the Catholic Diet, now in session at Freiburg, has unanimously passed a resolution to the effect that in its opinion the temporal sovereignty of the Pope ought to be restored, and that all the temporal Powers of the world would be acting in their own interest by promoting this end.

The old "three card trick" is not yet played out. Yesterday, at Clerkenwell, Joseph Dean and William Haines, who, on the Great Northern Railway, victimized a passenger of £2 10*s.* in a third-class carriage, were sentenced to six weeks' imprisonment, and the money found in their possession was ordered to be given back to the prosecutor.

During August, 1888, there have been 40,562 emigrants, as against 41,675 last year. Of these 30,198 have gone to the United States. During the past eight months 297,856, as against 282,363 emigrants in the corresponding eight months in 1887, have left these shores. Of these 222,752 have gone to the United States.

The "peaceful" mutiny by men of the C troop Royal Dragoons at Aldershot yesterday appears to have been caused by extra drill being awarded them. One man has been remanded for trial by a general court-martial and another for a district court-martial, both for insubordination with violence. Several others have been sentenced to confinement in the cells.

BRAVE BRITONS IN CENTRAL AFRICA.

A GALLANT ATTACK ON ARAB SLAVERS.

THEY WANT A GUN AT LIVINGSTONIA.

The following copy of a letter just received from the Rev. Dr. Kerr Cross, of the Free Church Mission, Livingstonia, East Central Africa, is published in the *Daily News*:—

Livingstonia, Lake Nyassa, East Central Africa, Karonga, July 2, 1886.

We have been coming through a great crisis here since I wrote you last. The Arab war is not yet ended, but is, I fear, just beginning. The expedition of the African Lakes Company, consisting of twenty-five whites and a number of natives, arrived here some four weeks ago, I had been officially asked to become surgeon to this party, and consented with the goodwill of my colleagues. The first ten days were occupied making our camp, and waiting for Mr. Sharpe, the hunter. He travelled overland from Bandane with 192 Atonga (natives), all for our assistance in the war. On his way he encountered an Arab caravan, and attacked it. This turned out to be a band of Arabs going to the coast with slaves and ivory to buy powder.

THE CRUELTIES OF THE ARABS.

Mr. Sharpe routed them and captured their leader, and released three young women and one boy, who were in the "gore" sticks. The poor boy in the struggle got his arm smashed and a bullet through the fleshy part of his chest. He was carried to me nearly dead, a mass of bones and bruises. Poor wee chap! you would have wept had you seen him. Next day I had him under chloroform and patched up his arm. He has been under my care since, and is progressing well. The leader turned out to be a great capture. Immediately we had him put in anklets and taken care of against the natives, who were desperately anxious to put a spear into him.

THE NIGHT MARCH.

Everything being arranged, we first sent out night parties to inspect the Arab village. This was a most difficult duty, as night and day watches were kept in and around the village. It was, however, done, and once or twice our men nearly ran up against the Arab sentries, and on one occasion they were discovered at early morning up a tree taking observations. On Friday night, June 15, we started, in all 300 strong. I brought up the rear with the baggage, and twenty-one men to defend my hospital. By four o'clock every man was in his place, lying within 150 yards or so of the village, and yet no creature inside dreamt of our presence. Of course I took no part in this, but remained at a tree on a knoll beside the baggage, my hospital materials around me, and the twenty-one men stationed near to defend the spot. As the sun was beginning to redden the east a wild hurrah was raised, and then began the fight. I assure you as I heard the wild shouts and knew of the death struggle so near a strange feeling crept over me.

FIVE HUNDRED OR MORE GUNS ROARED.

I climbed a tree on my right and had a view of the whole. The scene was truly awful—the roaring of guns, the bellowing of cattle, the shrieks of women. After a desperate struggle of three hours our party was compelled to retire. They had rushed up every man of them, and took the stockade; but, instead of finding it a wooden erection, as they had anticipated, they found it a mud wall three feet thick and towering high above their heads, with only little holes through the clay for the mouths of the guns. At nine o'clock the whole body fell back and bore off all our wounded. These, I am sorry to say, were numerous. Our captain was shot in both arms, and had a bullet wound in his chest. A Mr. Jones had a bullet in his brain, while a Mr. Rolfe had a fearful slash on the head. Many of the natives, too, were severely injured. Five were killed on the spot. In all there were wounded three whites and twenty-two natives. Since then the following have died:—Mr. Jones, with the bullet in his brain, a son of one of the chiefs near Bandane, the native with the broken leg, and another who died from concussion of the brain.

WE WON'T LEAVE—SEND US A GUN.

Our losses were thus very heavy, and, worst of all, we did not effect our object, and drive the Arab out. He is still secure, and instead of our having a retreating enemy flying before us, we have an enemy so strongly entrenched that with our present means we cannot possibly drive him out. Our captain complimented all the companies, and assured us that he did not think a regiment of British soldiers could have done more than we effected, considering the nature of the stockade with which the Arabs have surrounded themselves. I am glad to say that the captain's wounds are progressing favourably. What is to be done now? Must we leave the country? No! No! No! came from every side. Let us get a good-sized gun, and fight in earnest! and at last this was agreed on. The Portuguese, no doubt, will refuse to allow it to enter the country, but we must try. Let us wire home and ask the Government to help us thus far, for if necessary we must try and smuggle a gun in.

ANOTHER STORY BY ONE IN COMMAND.

We are able to supplement this account by the following extract from the diary of Mr. J. W. Moir, which has been forwarded to the *Times* by his brother, the joint manager of the African Lakes Company:—

After describing graphically the midnight march to the Arab village, Kopa Kopa, the writer, Mr. J. W. Moir, says: "I passed along the word to charge, and with a hurrah our men, supported by Watson at the other end, dashed up to the stockade at an increasing pace. One man fired *en route*, when I paused and ordered all firing to cease, which was well obeyed. We got down in ravine immediately in front of stockade, and about twelve or fourteen feet deep where we were. Rapidly climbing up the side next the stockade we were met by a volley. I was nearly thrown down, but received no further injury. After crawling along the ledge a bit, I again climbed up, not far from my first point of attack, and after potting with small chance of success through their small chinks, endeavoured to silence the Arab guns by firing my Martini-Henry right through the stockade where I heard voices inside, and believe my bullets went right through. After a little firing from the narrow platform, not over five feet broad there, I went into ravine again, where I could do this as efficiently and at far less risk than where my whole body lay exposed on bank. Creeping along and along I then fired through the mud wall. Rolfe, who had been shooting alongside of me on the top of the bank, was struck badly, and apparently fatally, on the head. One of my men who had shot down an Arab at one of the holes we had made, and was putting in his hand to pull out his gun, was shot in the cheek. Another man just behind me was shot dead in the ravine, and his body had to be left there."

THE DEAD AND THE DYING.

They found the Arab stockade very much stronger than they had expected. The writer proceeds:—"Perhaps the only mistake of our attack was giving a keg of gunpowder, axe, darts for firing the village, torches, and some explosive bombs with fuse to our inferior and unarmed men, detailed for this purpose, instead of to our best armed men. The consequence was that these were in no instance, I believe, forthcoming. Captain Lugard could not get his axe and jumped up to try to pull down some of the sticks exposing his body to the fire of the whole stockade. He was immediately shot, the bullet entering at the right elbow and coming out further up a little, making, fortunately, only a flesh wound; it then entered his chest obliquely, and passed out further to the left, and passing through his left arm broke the radius (or larger bone at that place) a little above the wrist. He walked back to the hospital tree, but unfortunately lost his way, and we picked him up on the road later on and had him carried to Karonga. A Natal man, Jones, was shot in the head soon after the captain. The bullet entered his brain just above the left eye, and, though he was able to walk part of the way back, he soon became quite paralyzed in the left side of face, and on whole right side of his body. He died after seven days, apparently all painless, and with a few lucid intervals. After peppering away, with apparently some result in disquieting those within, but little or no substantial advantage, I sent for Smith, who with his party, had had some lively work in the open. Fortunately, he himself was falling back by this time to keep in touch with the rest of the party before again extending. Monteith had long previously left the watch on the Salemas.

NOBLY ATTEMPTED, BUT OUTNUMBERED.

"We accordingly retired, leaving an ambuscade near the doctor's tree in the hopes that the Arabs would come out. Unfortunately, some of the natives went dancing up to challenge the Arabs, thus spoiling the ambush. One of our men, Amani, who has long worked for us, had his thigh broken high up. He was carried home and bandaged, but he died. His brother, Fred, was shot in the head, and died after seven days. The bullet had gone two inches at least into his brain, above the left eye, but higher than Jones. Including the above, we lost eight natives and Jones, and had two white men, Captain Lugard and Rolfe, seriously injured. The doctor feared for the latter's life for several days, especially as he had a fit when first dressed, but he is now recovering satisfactorily, though I fancy danger may develop itself at any time. The charges were nobly made, and, as a whole, the men acted splendidly throughout, but the place was too strong for us."

THE RAILWAY ACCIDENT IN FRANCE.

HAIRBREADTH ESCAPES.

The terrible railway accident which occurred at Vedars early on Wednesday morning continues to absorb public attention in France.

Some hairbreadth escapes are recorded. A little girl was found with the broken floor of the carriage almost touching her. When picked up by a railway official she smiled. Nobody knows to whom she belongs. An officer's wife, whose husband and child were killed by her side, was unhurt. She had been on the point of entering a sleeping car, but at the moment of starting changed her mind. This sleeping car was crushed to atoms. M. Lorette was looking out of the window, and was killed by his skull being crushed, whereas his wife and an officer in the same compartment were uninjured.

HEARTRENDING SCENES.

A lady with a child went rushing among the men clearing the line. She cried out, "My husband's head is cut off," and laughed hysterically. Most of the killed and injured were crushed or hurt in the head, as though they had been looking out of the window to see the reason for the shock caused by the train going off the rails. Had the collision occurred a few yards further on there was a long and high viaduct, and it is thought that both trains would have been dashed to the bottom.

DELAY IN THE ARRIVAL OF HELP.

The tardiness of the rescuers is much commented on. The Velars villagers did not arrive till half-past four, and the first relief train from Dijon not till nearly five. The telegraph posts were torn down, and the stoppage of telegraph communication led the Velars stationmaster to set off with a lantern to discover the cause, and this was how the collision first became known. The line was covered at daybreak with fragments of carpetbags, dresses, books, and newspapers. Eight carriages were dashed to pieces, the largest fragments being no bigger than a walking-stick.

ENGLISH VISITORS IN THE ACCIDENT.

The Miss Marriott who was one of the killed is Miss Edith Marriott, daughter of the late General William Frederic Marriott, of 41, West Cromwell-road, S.W.; and Captain Marriott, of the Indian Army, one of the injured, is the young lady's brother. Miss Marriott's age was twenty-eight, and the circumstances of her untimely death are peculiarly sad. The mother of Miss Marriott, who had been for some time ailing, died three weeks ago, and the brother and sister left their home on Tuesday morning *en route* for Geneva, whither they were going to recruit their health. The first intimation of the terrible calamity was received by another brother, Major Marriott, who was staying at Polegate, Sussex, and this accounts for the conflicting addresses published in the telegraphic accounts sent from the scene of the accident. The first telegram from Captain Marriott to his brother was in the following words:—"Bad accident. Sister is dead. I am badly wounded. In hospital. Come at once." Major Marriott hurried up from Polegate to West Cromwell-road, and left London on Wednesday night. Yesterday morning he telegraphed to the family residence that Captain Marriott has his right arm and right leg fractured. Mr. Marriott, aged twenty-seven, who is stated to be among the injured, is not related to the family of the deceased young lady. Mr. Finch-Hatton, who is believed to be the late member of Parliament, of White's Club, St. James's-street, was a traveller by the same train, but fortunately he escaped without any broken limbs. The other passengers from London who were injured were Lady Bowen, of Cadogan-square, who was travelling in company with her two daughters, Miss Agnes Bowen and Miss Zoe Bowen, and a maid, but none of these were seriously injured. Inquiries have been made concerning Mr. and Mrs. Blumberg, who are believed to be residents in the north-west of London, but so far nothing can be ascertained as to their injuries. The Miss Muriel Green—described in the telegrams as Miss Muriel—is uninjured.

FOURTH EDITION.

(REUTER'S TELEGRAMS.)

INCREASING THE GERMAN NAVY.

BERLIN, Sept. 7.—The statements recently made by some German papers that an increase in the Imperial Navy may be anticipated in conection with the construction of the North Sea and Baltic Canal are described by the *National Zeitung* to-day as well founded.

THE EMPEROR OF GERMANY.

POSEN, Sept. 7.—The Emperor William arrived at the Dombrowka railway station from Berlin at half past four this morning, and was received by the commander of the 5th Army Corps, and by the principal civil and military authorities. His Majesty half an hour later proceeded to the manœuvre ground near Konarzevo.

EARTHQUAKE SHOCK IN MEXICO.

NEW YORK, Sept. 7.—A telegram from Mexico announces that a severe shock of earthquake occurred there yesterday, which was preceded by high winds and dust storms. Many houses in the city swayed violently, and cracks appeared in the walls.

THE BRITISH ASSOCIATION AT BATH TO-DAY.

CHEMICAL AND BIOLOGICAL SECTIONS.

These sat together this morning to consider certain important chemical problems presented by the animal economy. The discussion was opened by Professor Michael Foster, M.D., a great authority on the subject of physiological chemistry.

SIR JOHN LUBBOCK ON ANTS.

A large audience was attracted to the Zoological department, where Sir John Lubbock discoursed on the instinct of solitary wasps and bees. The hive bee and common wasps had directed attention from the solitary species of the same groups. Of wild bees 4,500 species were known; of wasps 1,100. The habits of almost every genus differed. He mentioned with regret the death of a queen ant who had lived in one of his nests since 1874. She was at least fourteen years old.

AGAINST THE SUGAR BOUNTY CONVENTION.

At the monthly meeting of the Council of the Metropolitan Radical Federation, held at the Wood-green Liberal Club on Wednesday evening, the chairman called attention to the signing of the treaty for the suppression of the sugar bounties, and characterised it as one of the worst documents to which a British Minister had ever attached his signature. He considered that no time should be lost in letting the voice of the Federation be heard in emphatic protest against the ratification of the treaty, and he therefore claimed urgency for the following resolution:—

That this Council records its emphatic protest against the Treaty which has been signed on behalf of this country for the suppression of the sugar bounties and declares the step to be unwise, impolitic, and retrogressive, it being a departure from that great policy of Free Trade which has done so much for our own commercial prosperity. The council further expresses its opinion that the action of the Government, if approved and carried into operation, will lead to an increase in the price of an article which is a staple commodity in the food of the working classes, and calls upon Parliament to refuse to ratify a treaty which will thus impose a heavy tax upon the incomes of the industrial poor.

Urgency for the motion being voted, it was put to the meeting and carried *nem. con.*

YEARLY EXPENDITURE OF THE ST. SAVIOUR'S (SOUTHWARK) BOARD OF GUARDIANS.

At the meeting of the St. Saviour's (Southwark) board of guardians last evening it was determined to make a "call" upon the several parishes in the union for £46,007 to cover the expenditure of the board for the ensuing half-year. It appeared from a statement made by the chairman that the calls made by the board during the past seven years have been as follows:—1882, £89,000; 1883, £97,000; 1884, £89,000; 1885, £96,000; 1886, £90,000; 1887, £87,000; 1888, £105,000. In eight years the Metropolitan Asylums Board has demanded of the union £122,345.

COLLISION IN THE CLYDE.

A collision occurred in the Clyde last night between the steamship *Mendin* and an Allan Liner, *Prussian*. The former was cut through, and was towed ashore in a sinking condition. The latter was not much damaged. One man was injured, but not seriously.

MDME. ANTOINETTE STERLING AN "EOS ALBAN."

At the Gorsedd, at Wrexham to-day, the Archdruid announced that Mdme. Antoinette Sterling had been invited into the Bardic Fraternity, and would henceforth be known as "Eos Alban," which, being interpreted, meaneth "Nightingale of Albion." Mrs. Mary Davies was at the same time named "Mair Mynoydd."

SUICIDE OF A TRADESMAN AT HACKNEY.

A master tinplate worker named William Brown hanged himself at Hackney last night. His wife and daughter went out for a walk, leaving him making up his account books. On their return they found his dead body hanging by a rope fixed to a hook in the ceiling. He had been dead half an hour. It is said that the deceased had had no troubles, monetary or otherwise, and the motive for his act, therefore, remains a mystery.

REGISTRATION OF VOTERS.

The revision of the voters' list for the Westminster division will commence on Monday at the Westminster Town Hall. The Conservative house claims are 86; lodger claims, 488; and objections, 96. The Gladstonian house claims are 275; lodger claims, 470; and objections, 15. The claims sent in afford no real test; it is only after they have passed the Revision Court that the real value can be ascertained, as many are found to be bad or unnecessary.

THE TRADE UNION CONGRESS.

The following is a brief summary of the proceedings at the Trade Union Congress at Bradford. A motion was carried asking that provision be made whereby the Board of Trade should have power to prevent any contract for articles required by Governmental departments or by any municipalty being carried out by sub-contractors or sweaters. A motion condemning the long hours of duty of railway men was next agreed to, as was also a motion in favour of including blast furnaces within the provisions of the Factories and Workshop Act. The question of the rating of machinery was next discussed. Mr. Swift (Manchester) moved a resolution approving of the bill introduced by Sir Bernard Samuelson, having for its object the amendment of the law relating to the rating of machinery. Mr. Jenkins (Manchester) objected to this question being discussed, because it was purely an employers' bill, and they were sufficiently rich and powerful to look after themselves. Mr. Knight (Newcastle) was astonished at this objection. Surely, he said, they had some interests in common with employers. It was then moved that the question did not come within the scope of the Congress—a view of the matter which the Congress would not adopt—and the the original motion was carried unanimously. Amendments to the Factory and Workshop Act—the effect of which would be to give greater power to the inspectors—were agreed to.

LORD CHARLES BERESFORD AND THE NAVY.

Lord C. Beresford was the principal speaker at the Cutlers' Feast held last night in Sheffield. Referring to the subject of Imperial defence, he strongly urged the necessity of so reforming the present system of naval administration as to infuse into it the element of direct responsibility. Such a change, he believed, would stop extravagance. While he thought that the public would willingly pay for placing the navy on a satisfactory footing, he suggested that this desired result might be attained simply by suspending the Sinking Fund for three years. His views, however, on the navy are very fully set forth in another column.

ATTEMPTED WIFE MURDER IN PIMLICO.

John Allison, a general dealer, of New-road, Battersea, was yesterday charged at the Westminster police-court with maliciously wounding and causing serious bodily harm to his wife by cutting her about the head and body with a chopper. The doctor said she was not in immediate danger, but her wounds were serious, and at the earliest she could not be out for three weeks. The prisoner was brought to the station by a constable, and a razor was taken from his coat pocket. In reply to the charge he said he wished that he had killed his wife. Elizabeth Vitty said she was employed as a shirtmaker at the Army and Navy Co-operative Society's factory, and the injured woman was also employed there as a shirtmaker. At ten minutes to nine in the morning she was in Ranelagh-road with Mrs. Allison, who called her attention to the prisoner, who was going along with a bundle in one hand and a hatchet in the other. Mrs. Allison exclaimed, "That man is my husband," and, becoming much alarmed, sought to take refuge in the factory office. The man followed her and knocked her down with the blade of the chopper, which cut through her bonnet and seriously wounded her. She became unconscious, and bled very much. William Ellen, a clerk in the employ of the Army and Navy Co-operative Society, said that he was in the office, and upon hearing screams ran outside and saw the prisoner in the act of striking his wife with the chopper. He seized the prisoner by both arms and begged him to desist, but he would not. He tried to get the chopper away, but could not, and went for a constable, who shortly afterwards came to the spot. Dr. Pearse having described the nature of the wounds, the prisoner, who had nothing to say, was remanded.

NEW CRUISERS FOR SPAIN.

The Council of Ministers in Madrid confirmed the resolution voted last week by the Board of Admiralty as to the construction of three powerful cruisers of 7,000 tons each in the Bilbao river. The contract price of these vessels fully equipped is £1,840,000 sterling, or something over £613,000 each. It is understood that the Cabinet exacted certain modifications in the proposals before ratifying, which, it is believed, the contractors will agree to; but some newspapers insist that one of the stipulations is a reduction of 4,000,000 pesetas (£160,000) in price.

THE ARMENIAN AND ANGLICAN CHURCHES.

A letter from Constantinople (says a Vienna correspondent), referring to the movement among the Gregorian Armenians for entering into communion with the Church of England, recalls that during the lifetime of Bishop Narses a correspondence on this subject was opened with the Archbishop of Canterbury, Dr. Tait. Bishop Narses had the project much at heart, holding that the doctrines of the two Churches were almost identical. Since his death the movement has not manifested itself very openly, but it has never stopped, and now, says the letter, there are many signs of its open revival with a steadfast determination among the Gregorian clergy to bring it quickly to an issue.

THE BANKRUPTCY OF MR. J. P. FLEW.

Mr. W. H. Gibbs writes to us as follows from West Kensington Terrace:—I observe in the law reports of last evening's *Pall Mall Gazette*, relating tof the bankruptcy of Mr. J. P. Flew, that it is stated that a large amount of mortgage liabilities was created by the firm of "Gibbs and Flew." I beg that you will correct this mis-statement, and give prominence to the fact that the great bulk of them were created by the limited firm which succeeded to and took over the business of Gibbs and Flew, and not by Gibbs and Flew themselves.

The Bishop of St. Asaph continues to make satisfactory progress towards recovery, but it is reported that he will not resume his episcopal duties.

The *City of New York*, which put into Queenstown for repairs to her circulating pumps, left for New York at 10 o'clock last night.

Several tenants of Lord Gorsford's estate who appeared before the Land Sub-Commissioners at Armagh yesterday estimated the "fair rents" at 12*s.* an acre for lands valued for taxation at 25*s.* to 30*s.* per acre.

Mr. Thomas Holt, for many years a member of the Legislative Council of New South Wales, died suddenly at Halcot, Bexley, last night, aged seventy-seven.

Dr. W. E. Grigsby has consented, at the request of the North Islington Liberal Association, to stand as a candidate for the newly constituted council of the county of London. Dr. Grigsby resides in the constituency, and is chairman both of the Executive of the Association and of the North Islington Liberal Club.

THE LONDON ROAD CAR COMPANY AND THE POLICE.

James Christon and Robert M'Court, horsekeepers, employed by the London Road Car Company, appeared at the Westminster police-court yesterday, on adjourned summonses charging them with having wilfully caused an obstruction of the thoroughfare in Parliament-square, by changing horses there. Mr. Besley, who appeared for the company, complained strongly of the oppressive action of the police. The rival company, the London General Omnibus Company, made 10,000 daily changes in the streets. The facility of moving the people about London was of far greater importance than that the Beaconsfield Statue should not look down upon an omnibus, or that this bit of ground should be regarded as hallowed in the eyes of the police. This question involved the very existence of the Road Car Company, whose business would be extinguished if these facilities were withdrawn; and they had not the same facilities as the London General Omnibus Company. If this summons were maintained, and a conviction occurred, the Road Car Company would have to take summonses against the London General Omnibus Company; and the business of the metropolitan police-courts would be sensibly increased by the hundreds of cases which would have to be brought, if only the funds of the company would hold out. He contended that, legally, there could be no conviction on this summons. It would be a gross absurdity and iniquity to say that horses moved about the streets of London were a legal obstruction.

Mr. S. Hodgson, one of the directors of the company, in the course of his evidence, said it was certain that the action now being taken by the police would quite destroy the company if it were persisted in, and that, if omnibuses were not to be allowed to change in the streets, it would mean a total cessation of omnibus traffic; because it would be impossible to drive a load of passengers to the stables while horses were being changed, and equally impossible to get them to wait on the pathway while the omnibus went to the stables. No one had ever made any complaint to the directors as to the traffic of the streets having been impeded.

Other evidence having been taken, Mr. D'Eyncourt gave his decision. He said he believed there was no ground for any charge of partiality against the police. He had no doubt that obstruction had been proved in this case. There was sufficient proof to enable him to settle the question, so far as he could settle it; and he had no doubt that it was an obstruction. It was said that this particular place was well adapted for the purpose. Now, what was the purpose? It seemed to be to make a kind of stable-yard of this portion of the highway. There was evidence that there were ninety-six changes in the course of the day, and that was serious. If an omnibus was permitted to use the highway in this fashion, why not other people? Why not brewers or Pickford's vans, when their horses got tired? He did not entertain the slightest doubt that an obstruction had been caused, and that the police were perfectly right in taking out the summons. It was unfortunate that these summonses were not taken out some years before. In this case he did not propose to inflict any more than a nominal penalty, which would be 1s. and costs. He wished the police had instructed somebody to appear for them in this case.

THE INTERNATIONAL TRAMWAY CONGRESS.

The opening meeting of the International Tramway Congress in Brussels last night was very largely attended. The International Tramway Union numbers now as ordinary members 97 companies and 86 personal members, and as extraordinary members 43 firms and 51 personal members. Of the countries represented in it Germany comes first, with 114 adherents, and Belgium next, with 66. The meeting was most cordial and animated, and impressed one at once as a meeting of men who have come together to discuss seriously and in a practical spirit questions of importance to them and to the community at large. The countries represented at the Congress are Germany, England, Austria-Hungary, Belgium, Denmark, Spain, France, Greece, Italy, Holland, the Philippine Islands, Norway, Russia, Sweden, and Switzerland.

DEATH WHILE UNDER CHLOROFORM.

An inquest was held yesterday, before the Liverpool coroner, relative to the death of William Smith, aged forty-two years, a last-turner. The deceased had his fingers injured by a circular saw and was taken to the Northern Hospital, and two of the fingers had been removed under chloroform some days previous to Tuesday last, when it was proposed to remove another. To do this, chloroform was administered by Dr. Barber, assistant house surgeon, but he was just commencing the operation when the pulse of the deceased was observed to be very weak. The administration of chloroform was at once stopped, and ether administered under the skin. Artificial respiration was also resorted to, but without effect, and the man succumbed. It was found by a post-mortem examination that death was due to failure of the heart's action, caused by struggling while partly under the influence of chloroform. The jury returned a verdict in accordance with the medical evidence, and that the chloroform was suitably and skilfully administered.

A NEW LIFEBOAT FOR THE ISLE OF MAN.

A new lifeboat, the gift of an anonymous donor, and presented to the Ramsay Station, Isle of Man, was publicly lunched yesterday, and named *Mary Isabella*. The boat was conveyed to the beach, where the Bishop of Sodor and Man conducted a short service, delivered an address on the work of the Institution, and named the new boat, which was safely launched. Subsequently it was tested. On being capsized in the harbour it righted itself in two seconds. The old boat, which has been instrumental in saving 116 lives, is to be placed in the public park lake.

THE AUSTRALIANS AT SCARBOROUGH.

The last match of the Scarborough Cricket Festival was commenced yesterday at the North Marine-road Ground. Mr. Thornton having won the toss elected to bat. The English commenced badly, for both Thornton and Abel were out with the total at 2. Grace followed soon after. When Barnes and Gunn came together matters somewhat changed for the better. After three and a half hours' play the innings closed for a total of 163. The Australians had one hour's play, during which time they put together 53 runs for the loss of one wicket. The score :—

LORD LONDESBOROUGH'S ELEVEN.—First Innings.

Grace, c Worrall, b Ferris	8	Lord Harris, c Blackham, b Turner	16
Thornton, c Blackham, b Turner	0	Briggs, b Turner	23
Abel, b Turner	0	Peel, b Ferris	3
Barnes, c M'Donnell, b Lyons	45	Pilling, not out	11
Gunn, c Worrall, b Lyons	33	Extras	7
Ulyett, b Lyons	10	Total	163
Lohmann, st Blackham, b Ferris	7		

AUSTRALIANS.—First Innings.

P. S. M'Donnell, l b w, b Peel	13	Extras	5
A. C. Bannerman, not out	16	Total (for one wicket)	53
H. Trott, not out	19		

G. J. Bonnor, S. P. Jones, J. J. Lyons, C. T. B. Turner, J. Worrall, J. M'C. Blackham, J. E. Edwards, and J. J. Ferris to bat.

THIS DAY'S MONEY MARKET.

Half-past One.

MARKETS INACTIVE.—DOWNWARD TENDENCY IN VALUES.

There is less inquiry for short loans in the open market this morning, and borrowers have little difficulty in getting their requirements satisfied at 1¾ to 2 per cent. The Stock Exchange settlement commences on Tuesday next, and it is not expected that operators in Stock Exchange securities will be able to obtain all they need without recourse to the Bank of England. The discount rate is firm owing to the rapidly decreasing supply of loanable capital and the uncertainty with regard to the future action of the Bank of England directors. Short loans are taken at a fraction under 2¾ per cent, but the general quotation for three months' bank paper is 2⅞ per cent., though business is accepted at less.

Operators in Stock Exchange securities are not disposed to enter into fresh transactions freely, more especially as the fortnightly settlement is now close at hand. In the absence of business the tendency of prices is mostly adverse, but the changes as a rule are of small importance. Consols and other high-class investment stocks are steady, while in the Home Railway market there has hardly been a sufficient number of dealings to test prices. There is a continued inquiry for North British on favourable dividend estimates, but Caledonian is just the turn lower. Midland and Great Western have been bought to a slight extent. Foreign Government Bonds are inanimate, except for a little selling of Spanish 4 per Cents. to some profits after the recent considerable advance. South American issues where the interest is payable in currency are steady, notwithstanding a recovery in the premium on gold at Beunos Ayres to 47.60 per cent. American Railroads are all lower in response to New York prices. The principal decline is in Milwaukee and St. Paul shares, which were adversely affected on the other side yesterday by dividend anticipations. Grand Trunk of Canada stocks have given way fractionally; but Mexican Railway issues are steady. A feature in the Mining Market is the continued rise in Diamond descriptions.

The Stock Market at New York yesterday opened heavy, at a fraction below yesterday's quotations. Prices continued to sag, the closing being barely steady at a decline of ¼ to 1⅛ from the highest point, Chicago, Milwaukee and St. Paul shares were weak on rumours that the next dividend would be passed and that additional bonds would probably be issued. Grangers lost strength, owing to the publication of the earnings of the Burlington, Cedar Rapids, and Northern Railway.

The following are the latest changes compared with last night :—

In Home Railways—*Improved*: North British ¼, Great Western and Midland ⅛. *Fallen*: Caledonian and Great Eastern ⅛.

Among Foreign Stocks.—*Declined*: Spnish Four per Cents. 3-16, Egyptian State Domain ¼, Ten Preference ⅛, the Unified 1-16, Mexican and Russian 1873 ⅛.

American Railroads.—*Fallen*: Milwaukee and St. Paul ⅞, Illinois Central ¾, Louisville and Nashville, Missouri, Kansas, and Texas, Norfolk and Western Preference, and Union Pacific shares ½, Erie shares ⅜, the Second Mortgage ¼, Philadelphia and Reading shares ⅜, Wabash Preference ⅜, the Mortgage ¼, Central Pacific, New York Central, Northern Pacific Preference, and Ohio and Mississippi Ordinary ¼, Denver Preference ¼, the Ordinary ⅛, Lake Shore and Ontario shares ⅛.

As regards Canadian and Foreign Railways.—*Higher*: Mexican Ordinary and Second Preference ⅛. *Lower*: Canada Pacific ¼, Grand Trunk Second Preference ¼, the Ordinary, First, and Third Preference ⅛.

De Beers shares are up ⅞, Kimberley Central 1¼, Suez Canal ¼, Hudson's Bay and Hotchkiss ⅛; but Mason and Barry and Rio Tinto are down ¼, and Cape Copper 1-16.

The return of the Bank of France for the past week shows a decrease in the gold of £204,800, and an increase in the silver of £10,960; the stock of the former now amounting to £43,612,720, and of the latter to £49,258,560. The note circulation shows an expansion of £263,400; and the advances to the public an increase of £137,600. The Treasury account current shows a decrease of £2,262,760, the bills discounted of £4,197,880, and the other accounts current of £1,665,760. The proportion between bullion and circulation is now 90.90 per cent. The profits for the week amount to £14,920.

LIVERPOOL COTTON MARKET.—Good business. Full prices. Sales 12,000. Futures have reached one point since the opening, and are now three points for September, two for other near positions, and one for distant higher than last night.

The following are this day's 1 o'clock prices of the principal Stocks and Shares :—

BRITISH FUNDS, ETC.			
Consols	100⅜	⅛	
New Consols 2¾	98⅛	⅜xd	
Reduced 3 p. c.	99⅜	100 xd	
Local Loan Stock	102¾	3 xd	
New 2½ per. Cent	94¼	5¼xd	
India 3½ per Cent.	101½	5 xd	
Do. 4½ p. c. Rst	63⅛	⅞	
Egyptian Guar.	100¾	¼xd	
Met. Bd. Wks. 5½	111⅛	29¼xd	
Do. 3 p. c. Scrip	102	3	
Birmingham Crp. Stk.	110	½	
Liverpool	110⅛	11 xd	
FOREIGN STOCKS.			
Argentine 6 p. c.	100	2 xd	
Do. Hard Dols	63½	70½	
Do. Treasury	98	9	
Austrian Gold	91	¾	
Do. Silver	86	8	
Brazilian 1875	102⅛	⅜	
B. Ayres 6p. c.	107	4	
Do. Cedulas I.	62¼	¼	
Chilian 4½ p.c. 1885	100	7	
Costa Rica A.	91½	2½	
Do. B.	89½	90½	
Egypt. State Don.	101⅛	2	
Do. Unified	85⅛	½	
Do. Preference	102¼	3¼	
Do. Daira Sanieh	86¼	½	
French 3 p.c. Rnts	82¾	3¼	
Do. 4½ p.c. Rnts	103¼	4¼	
Greek 5 p.c. 1881	77¼	8¼	
Hung. Gold Rente	83¼	½	
Italian	95⅜	6⅜	
Mexican Converted	39⅜	40⅛	
Peruvian 5 p.c. 7	14¼	½	
Do. 6 p.c.	15½	¾	
Portuguese	64¼	5	
Russian 1873	98¼	¼	
Spanish 4 p. c.	74	9 16 11 16	
Turkish 1854	99	101	
Group 1	24	5	
Group 2	15⅜	⅜	
Groups 3 and 4	13	1 16 3 16	
4½ p. c. 1871	85¾	7¼	
5 p. c. Defence	97¼	¼	
5 p. c. Priority	82	4	
Uruguay Unified	73¼	4¼	
Virginia Funded	4	2½	
U.S. 4½ p.c.	107½	8½	
BRITISH RAILWAYS			
Caledonian	110¼	¾	
Great Eastern	68	½	
Great Northern	116½	17½	
Ditto A	103⅛	4⅜	
Great Western	144¼	5¼	
Hull and Barnsley	32⅜	⅜	
Lanc. and York	116	17	
Brighton (Ordinary)	140	2	
Do. A	125⅜	⅝	
Chatham (Ordinary)	22⅛	3½	
Do. Preference	100¾	1¼	
North Western	167¼	½	
South Western	133⅝	6½	
Manchester & Shef.	67	9	
Do. A.	37¼	¼	
Met. Consolidated	73½	4½	
Do. Land Stock	70⅜	1½	
Do. District	33¼	4¼	
Midland	131	¼	
North British	116¾	17	
North Eastern	153½	¼	
North Stafford	110	12	
South Eastern	130	3	
Do. Deferred	103⅜	⅜	
FOREIGN RAILWAYS.			
Canada Pacific	58⅜	⅝	
Cen. Pacific Shares	33⅜	⅜	
Chic. Mil. and St. P.	72⅝	3¼	
Denver & R. Grande	19¼	½	
Do. Pref.	51¼	¼	
Illinois Shares	121	2	
Lake Shore	99⅞	100⅛	
Ohio & Mississippi	24¼	¾	
Louis. and Nash.	61⅛	⅜	
Mex. Cen. Bonds	63	½	
Do. Nat "A"	63¼	¼	
Miss. Kan. & Texas	13½	14	
N. Y. Cen. Share	111½	12	
New York Ontario	16¼	17	
Erie Shares	20⅜	⅝	
Do. Sec. Mort.	102¼	3	
Norfolk & West. Pre	56⅛	⅝	
N. Y. P. & O. 1st M.	38⅞	9⅛	
North. Pacific Pref	63¼	¼	
Pennsylvania Sh.	50⅜	⅜	
Phil. and Read. St	27½	½	
Union Pacific Shares	62⅛	¼	
Wabash Preferred	27⅛	8	
Do. Gen. Mort.	44¾	5	
Grand Trunk Sh.	10	9 16 11 16	
Do. First Pref.	61¾	¾	
Do. Second Pre	43⅜	⅝	
Do. Third Pref.	24⅛	⅜	
Do. Guaranteed	68¼	9¼	
Mexican Ordinary	50	½	
Do First Pre	83	½	
Ob. do. 2nd Pref	54	½	
Lombardo-Venetian	9¼	⅜	
Varna 3 per cent.	7⅜	⅜	
Nitrate Railway	25¾	¾	
BANKS.			
Alliance Bank	133¼	14¼	
City Bank	205½	1½	
Consolidated Bank	7¼	5¼	
Imperial Ottoman	11⅜	⅛	
London and County	84½	5½	
Union of London	33½	40½	
London and West.	66	7	
London Joint Stock	33¼	40½	
Nat. Prov. of Eng.	43	4	
Stand. Bnk. S. Afric	50	1	
MINES			
Indian Consolidated	5 16	7 16	
Mysore shares	2⅛	3¼	
Ooregums	1 3-16	5 16	
Cape Copper	4 11 16	13 16	
Namaqua	3	¼	
Mason and Barry	10⅜	⅝	
Rio Tinto	22	¼	
Montana £1 shares	1 9 16	11 16	
De Beers	31	½	
Kimberley Cent.	31¼	5¼	
TELEGRAPHS AND TELEPHONES.			
Anglo-American	40½	1¼	
Do. Pref.	68	9	
Brazilian Submarine	13	½	
Direct Unit. States	9½	⅜	
Eastern	12⅜	⅝	
Ditto Extension	13	¼	
United Telephone	13¼	¼	
Globe Teleg. Trust	6¼	7	
TRAMWAYS ETC			
London Gen. Om	192	7 xd	
London Street	11	12	
London Tramway	13	14	
North Metropolitan	15	17	
WATERWORKS.			
Chelsea Waterworks	256	61	
East London	197	202	
Grand Junction	124	8	
Kent	269	74	
Lambeth	258	63	
New River, New	347	52	
S'thwrk. & Vauxhal	102	7	
W. Middlesex	204	9	
GAS AND ELECTRIC LIGHT.			
Gaslight & Coke A	252	6	
Imp. Continental	207	10	
South Metropolitan	308	13	
Brush Elec Lt (£4 pd)	3	¼	
MISCELLANEOUS.			
Allsopp	8⅜	⅝	
Guinness and Co.	307½	10	
Hotchkiss	9	¼	
Bryant and May	12⅜	⅜	
Spratt's Patent	10	¼	
P. and O. Steam	64	6	
Royal Mail Steam	61	3	
Nat. Discount Co.	11½	¼	
Hudson's Bay	18¾	19¼	
Suez Canal	88½	9	
E. & W. Ind. Docks	25	7	
London and St. K.	42	4	

A CYCLONE IN THE WEST INDIES.

GREAT DESTRUCTION OF LIFE AND PROPERTY.

An Havannah despatch dated September 5, says that the cyclone which struck the island near Sagua reached Havannah about midnight on Tuesday. Several vessels foundered off the coast. Several sailors were drowned and many persons were injured, while much damage was done to property on the wharves. The Spanish gunboat *Lealdad* foundered off Batabano. Nine men, including the commander of the vessel, were drowned. Fifty persons were killed at Sagua, where great damage was done by the hurricane to houses, vessels, and wharves. The village of Pueblo Nueva was totally destroyed. Owing to the interruption of telegraphic communication the receipt of news from other places is impeded.

A telegram from Porto Rico to Madrid announces that the rivers Portugues and Ducana have overflowed, causing great damage in several places. At the town of Ponce, in the island of Porto Rico, sixty houses, a bridge, and other property were reduced to ruin by the flood, and eighty houses were more or less damaged. Many persons have been killed, but the exact number is unknown. Twenty-seven bodies have been recovered.

ALARMING BROTHER JONATHAN.

The *New York World* publishes a special telegram from Washington alleging that a representative of Great Britain has discovered the secret of the naval torpedo system upon which the Government has relied to defend the American sea-coast. The officer alluded to is said to have been hobnobbing with some United States naval officers, but he failed to learn anything until recently, when he discovered that various torpedoes had been patented by the inventors. After some difficulty, he succeeded in obtaining drawings of all the torpedoes and appliances for their use from the Patent Office, and sent them, with all the other information acquired, to the War Office in London.

THE BLACK MOUNTAIN EXPEDITION.

The force for the Agror expedition is ordered to assemble at Oghi and Darbaud, and to be ready to advance by the 1st of October. Three columns will act from Oghi and one from Darbaud. The expedition will be composed of 2,700 British and 5,600 native troops. The 40th Bengal takes the place of the 20th Punjaub Infantry. Thirty days' supplies are being collected. A reserve will be formed of the 15th Bengal Cavalry, the 78th Highlanders, and 2nd Sikhs. A telegraph line will be laid to Oghi. The annexation of territory is recommended sufficient to bring the whole crest of the Black Mountain and a small portion of the western face within our border, which would greatly improve our control of this portion of the frontier. There are some in Calcutta who suggest annexation up to the Indus.

DEATH OF MR. LESTER WALLACK.

Mr. Lester Wallack, the veteran actor, who was struck down with apoplexy on Wednesday, died in New York yesterday morning at the age of sixty-eight. He was unconscious after the stroke, which came upon him suddenly while sitting in a chair. He had been in poor health for some time, but an end of this kind was not anticipated. He was the most popular American actor (says the *Daily News* correspondent) and one of the most famous. His popularity in private life was as great as on the stage, and few men in the country had so large a circle of acquaintances. A list of the 137 characters which he played during his life has been published. He excelled in romantic comedies, for which a rare combination of theatrical ability and almost ideal physical advantages especially fitted him. For many years Wallack's Theatre was the most successful and fashionable in New York, but during recent years he lost prestige and fortune, and died comparatively poor.

EXTENSIVE EXHUMATIONS IN VIENNA.

Yesterday the remains of a number of citizens of Vienna shot during the revolution of March, 1848, were exhumed from the Schmelzer cemetery to be reinterred in the new cemetery at Simmering. It is believed that forty-six persons were interred in the common pit, but the number cannot be ascertained accurately. A first exhumation took place in 1864, when a cemented pit, with two chambers, was prepared at the Schmelzer cemetery, and in these the remains were deposited with all remnants of clothing found upon them. Yesterday when the pit was opened all the bones were seen mixed in a heap. Workmen brought them up in sieves, and ghastly it was to see skulls, fingers, teeth, and bunches of hair mingled with mouldy shoes and fragments of brown cloth. Fifteen entire skulls were recovered, one containing the brain in a complete state of desication. Several of the skulls showed bullet-holes, and one of the skulls was a woman's. It is thought that four women killed during the street fighting were buried with the men. The modest obelisk which stood in the Schmelzer ground was removed a few days ago to the central cemetery to be placed over the new grave.

JUDGE THURMAN FAINTS AT HIS MEETING.

"A large Democratic demonstration was held at New York last night in honour of Judge Thurman, who is a candidate for the office of Vice-President. The meeting, which was held in Madison-square-gardens, was addressed by Judge Thurman, Governor Hill, of New York, and Mr. Green, Governor of New Jersey. Three immense overflow meetings in the streets outside were held under the auspices of the County Democracy and the Tammany Hall German Societies. The latter were addressed in German, and were presided over by General Franz Sigel, and there was great enthusiasm. The meetings were attended by Democratic club representatives from all parts of the country." That is the message sent by the correspondent of the *Times*; but it appears to have been despatched in anticipation, for a later Reuter's telegram says:—A great meeting of Democrats was held this evening in New York. Mr. Thurman, the selected candidate of the Democratic party for the Vice-Presidency of the United States, was present, and had just begun to address the assemblage when he fell down in a faint, being seized with cholera morbus. He has, however, recovered.

A MYSTERIOUS OUTRAGE.

An extraordinary outrage is reported to have occurred at Portadown, county Armagh, on Wednesday. As a Methodist Sunday school excursion party were passing through a part of the town called the Tunnel, on their return from Warrenpoint, they were attacked by the inhabitants. The train arrived at eight o'clock, and when the processionists were passing through the Tunnel about twenty minutes afterwards they were assailed with showers of stones, bottles, and other missiles, which were thrown by people concealed behind the houses. A force of police was on the spot, but the perpetrators of the outrage could not be distinguished because of the darkness.

SIR FRANCIS DE WINTON.

The Exchange Telegraph Company learns that Colonel Sir Francis De Winton, K.C.M.G., C.B., has been appointed Assistant Quartermaster-General at headquarters in the place of Colonel Lord W. F. E. Seymour, with effect rom the 1st prox. Colonel De Winton has been on the Unemployed Active List for some time, with the exception of the expedition which he commanded last year in South Africa against the refractory tribe, the Younies. The expedition was entirely successful and in a very short time the enemy were defeated at all points and peace obtained. Sir Francis was the first officer who had the good fortune to take out with him and try in actual warfare a Maxim gun, and the terrific fire from this weapon was such as to rout the blacks in every engagement.

RIOTS IN CHINA.

There is still some hope (says the Shanghai correspondent of the *Standard*) that the treaty with the United States, in reference to Chinese immigration, may be ratified in a modified form. The discussion of the question has caused some excitement, and riots have broken out in Canton, where the residence of the Chinese Minister to America has been attacked, the mob being incensed at the part he has taken in regard to the negotiations for the treaty.

THE GERMANS AND EMIN PASHA.

An interesting article has been published in the *Cologne Gazette* from the pen of Herr Gerhard Rohlfs, the African explorer, in which the German plans for rescuing Emin Pasha are subjected to an exhaustive criticism. Herr Rohlfs is of opinion that the proposed expedition may attain its ends if the preliminary preparations are properly and not too slowly conducted, and if the necessary sum of money is subscribed; all that Emin Pasha can want being guns, small cannon, and ammunition. The advance of the expedition must take place slowly and methodically, and depôts, commanded by Germans, should be established on the road at intervals from one another represented by from six to eight days' march. From Bagamoyo to Mutansige a distance of 1,500 kilometres has to be covered without leaving German territory. From Mutansige to Wadelai the distance is 400 kilometres. The expeditionary force need not include more than 100 Germans, but, as it must be sent out at once if it is to do any good, State aid becomes absolutely necessary. A considerable sum is required, but as this expedition is likely to assist in consolidating German colonial enterprise in Africa, no sacrifice, he thinks, should be spared for carrying it into execution.

A NEW THEORY ABOUT THE WORD "ENGLAND."

Dr. Bening, a German Government official, professes to have discovered a new derivation for the name England, or the English. The word, he contends, does not originate, as has for a thousand years been supposed, from the Angles, or from the district of Angelu, in Schleswig, but from the Engern, a numerous and very powerful Saxon race, formerly living near the banks of the Weser. He bases his theory partly on the statements of the old British monk, Gildas. He lived considerably earlier than Bede, and speaks only of the Saxons who colonized Britain. Dr. Bening points out that, in Schleswig, Engelland is very small, and now has barely eight thousand inhabitants; moreover, it lies on the Baltic, not on the North Sea, like the country of the Engern.

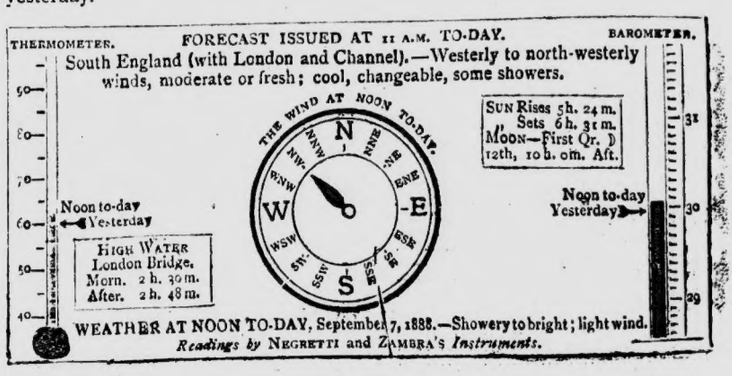
KILLED IN THE CHARIOT RACES.

During the chariot racing in the Coliseum at the Italian Exhibition yesterday afternoon a chariot became overturned, and its driver, John M'Carthy, thirty-six, was thrown into the arena, M'Carthy's chariot was at the moment first in the race, but was so closely pressed by that of another driver that the latter was unable to turn aside, and his vehicle passed over M'Carthy's body. The unfortunate man was immediately removed in an ambulance from the arena. Dr. Whitcombe, the medical gentleman in attendance at the exhibition, was promply summoned. It was found that M'Carthy had sustained severe injuries to the spine, and before he could be removed to the West London Hospital he expired. The poor fellow was only married about three months ago.

THE REV. R. HAKE, late vicar of Aylsham, in Norfolk, has been appointed by the Society for the Propagation of the Gospel to be chaplain to the British congregation in Budapest. There has never yet been a permanent resident priest of the Church of England in the Hungarian capital.

CARBOLIC ACID IN MISTAKE FOR COUGH MIXTURE.—Robert Winstanley aged seventy-five years, irondresser, has just died at Salford from the poisonous effects of carbolic acid, which he took in mistake for a cough mixture. He drank a quantity of the acid; then, becoming conscious of what he had done, ran into a neighbour's house. A surgeon was sent for, but Winstanley died four hours afterwards.

THE YELLOW FEVER IN FLORIDA.—The Mayor of Jacksonville, Florida, calls for money to aid the sufferers from yellow fever. There were 50 new cases and five deaths, the total number of cases to date being 388, and the deaths 42. New cases are rapidly developing. Mayor Hewitt, of New York, has also made an appeal to the public for contributions in money and goods to relieve the Jacksonville sufferers. In a house in the town of Bayard, near Jacksonville, a woman and five children were found dead from the fever yesterday.



ELECTRICITY IN THE SERVICE OF MAN.

"CANST thou send lightnings that they may go, and say unto thee, Here we are?" This apposite quotation from the Book of Job commenced Mr. W. H. Preece's presidential address to the Mechanical Science Section of the British Association yesterday. His paper might be described as an essay on "Electricity in the Service of Man." As an intelligent, popular, and complete résumé of the triumphs of electrical science for the past half century nothing abler has been written for some time. The more salient points of the address are briefly noticed in this column.

LIGHTNING CONDUCTORS A SOURCE OF DANGER.

Every tiro in electrical science knows that a defective lightning co nducto may, instead of acting as a safeguard, become an active source of danger But Mr. Preece's warning is none the less needed.

I found in a church not very far from here the conductor leaded into a tombstone (he said), and in a neighbouring cathedral the conductor only a few inches in the ground, so that I could draw it out with my hand. . . . Lightning conductors, if properly erected, duly maintained, and periodically inspected, are an absolute source of safety; but if erected by the village blacksmith, maintained by the economical churchwarden, and never inspected at all, a loud report will some day be heard, and the beautiful steeple will convert the churchyard into a new geological formation.

THE ELECTRIC TELEGRAPH.

Much that Mr. Preece has to say about the electric telegraph—concerning which he is one of our greatest living authorities—appeared in the columns of the *Pall Mall Gazette* in July, 1887. He aptly illustrated the influence of atmospheric electricity upon the current in the telegraph and wire or cable by pointing out that a flash of lightning in America may cause an extra dot in Europe, and "mine" may become "wine." "An earthquake in Japan may send a dash through France, and 'life' would become 'wife.' A wild goose flying against a telegraph wire might drive it into momentary contact with another wire, and 'sight' might become 'night.' Every one should know his Morse alphabet, and people should learn how to write. Nine-tenths of the errors made are due to the execrable handwriting of the present day." In this most people will agree; but few, we fear, will either reform their handwriting or learn the Morse alphabet. Leaving the question of the transmission of words by the electrie current, Mr. Preece touched lightly on the question of electric signalling.

There are few more interesting places to visit (he remarked) than a well-equipped signal-box on one of our main railways. The signalman is able to survey the lines all around and about him by aid of his electric signals; he can talk by telegraph or by telephone to his neighbours and his station-master; he learns of the motion of the trains he is marshalling by the different sounds of electric bells; he controls his outdoor signals by the deflection of needles or the movement of miniature semaphores; he learns the true working of his distant signals by their electrical repetition; machinery governs and locks every motion he makes, so that he cannot make a mistake.

THE TELEPHONE.

The transmission of words leads naturally to the transmission of sounds; or, to speak with scientific accuracy, to the reproduction of sounds at a distance by the agency of electricity. The telephone was first shown in this country in 1877; now there are a million instruments at work. "One scarcely knows which fact is the more astounding—the distance at which the human voice can be reproduced, or the ridiculously simple apparatus that performs the reproduction. But more marvellous than either is the extreme sensitiveness of the instrument itself, for the energy contained in one heat unit (gramme-water-degree) would, according to Pellat, maintain a continuous sound for 10,000 years."

THE ELECTRIC LIGHT.

The electric light has become popular, not from the beauty of the light itself, but from its great hygienic qualities in maintaining the purity and coolness of the air we breathe. The electric light need not be more brilliant than gas, but it must be more healthy. It need not be cooler than a wax candle, but it must be brighter, steadier, and more pleasant to the eye. In fact, it can be rendered the most perfect artificial illuminant at our disposal, for it can illumine a room without being seen directly by the eye; it can be made absolutely steady and uniform without irritating the retina; it does not poison the air by carbonic acid and carbonic oxide, or dirty the decorations by depositing unconsumed carbon; it does not destroy books or articles of *virtu* and art by forming water which absorbs sulphur acids; and it does not unduly heat the room.

THE TRANSMISSION OF ENERGY.

The consideration of the dynamo machine and the conversion of the energy of the steam engine into a "light-producing" current naturally reminded the President of the fact that the current itself might be reconverted into energy. And herein lies a discovery full of infinitely grand possibilities. Assume a source of energy at, say, Bristol; convert that energy into an electric current; transmit that current through a conductor to London; when it arrives at London reconvert into energy. The energy at Bath, or some 90 per cent. of it, has been transmitted to London. So that—to use Mr. Preece's own words—"the waterfalls of Wales may be utilized in London; the torrents of the Highlands may work the tramways of Edinburgh; the wasted horse-power of Niagara may light up New York. . . . The practicability of the transmission of energy by currents is assured, and the economy of doing this is a mere matter of calculation."

ELECTRICITY AND THE ARTS.

The electric current possesses the property of breaking up chemical compounds into their constituents; and it is upon this principle that the deposition of metal in electroplating and electrotyping depends.

The extent of this industry may be gathered from the fact that there are 172 electro-platers in Sheffield and 99 in Birmingham. . . . The whole of the copper plates used in Southampton for the production of our splendid Ordnance Survey maps are deposited by current on matrices taken from the original engraved plates, which are thus never injured or worn, are always ready for addition or correction, while the copies may be multiplied at pleasure and renewed at will. . . . The electro-deposition of iron, as devised by Jacobi and Klein, in the hands of Professor Roberts-Austen, F.R.S., is giving very interesting results. The dies for the coins which were struck at our Mint on the occasion of the jubilee of the Queen were modelled in plaster, reproduced in intaglio by the electro-deposition of copper, and on these copper moulds hard excellent iron, in layers of nearly one-tenth of an inch, was deposited.

OTHER APPLICATIONS.

We can scarcely do more than enumerate some of the other applications of electricity mentioned by Mr. Preece. The heating power of large currents has been used for the welding of steel; and it has even been proposed to weld together in one continuous metallic mass the rails of our railways, so as to dispense entirely with joints. Correct mean time is distributed throughout the length and breadth of the land by currents derived from Greenwich Observatory. Our sewers are likely to find in its active chemical agency a power to neutralize offensive gases, and to purify poisonous and dangerous fluids. The germs of disease are attacked and destroyed in their very lairs. The physician and the surgeon trust to it to alleviate pain, to cure disease, to effect organic changes beyond the reach of drugs. And, finally, it is employed with great success for firing charges of gunpowder and dynamite.

WHAT IS ELECTRICITY?

It was hardly to be expected that Mr. Preece should conclude without an attempt to solve this particular riddle of modern science. Briefly, some say it is matter: some again say it is a state of matter: others say it is a form of energy. To this view the President inclines. The engineer says distinctly:—"Electricity is a form of energy; it is not a form of matter. It obeys the two great developments of the present generation—the mechanical theory of heat and the doctrine of the conservation of energy." Strictly speaking, we believe no one knows what it is. Light has been variously regarded as matter and as the undulations of æther, though the former theory is now admittedly untenable. A theory is acceptable in so far as it explains existing facts; but it seldom, if ever, represents the ultimate truth. Mr. Preece's concluding sentence opens up an almost infinite prospect. "Scarcely a week passes without some fresh practical application of its principles, and we seem to be only on the shore of that sea of economy and beneficence which expands with every new discovery of the properties of electricity, and spreads already beyond the mental grasp of any one single worker."

HOW THE SUEZ CANAL INJURES ENGLAND.

COLONEL SIR C. W. WILSON, president of the Geographical Section of the British Association, delivered the opening address of the section at Bath yesterday. In the course of the address he said:—

The opening of the Suez Canal, by diverting trade from the Cape route to the Mediterranean, has produced and is still producing changes in the intercourse between the East and the West which affect this country, more nearly, perhaps, than any other European State. The changes have been in three directions. First, an increasing proportion of the raw material and products of the East is carried direct to Mediterranean ports by ships passing through the Canal, instead of coming, as it once did, to England for distribution. Thus Odessa, Trieste, Venice, and Marseilles are becoming centres of distribution for Southern and Central Europe, as Antwerp and Hamburg are for the North; and our merchants are thus losing the profits they derived from transhipping and forwarding Eastern goods to Europe. It is true that the carrying trade is still, to a very great extent, in English hands; but should this country be involved in a European war the carrying trade, unless we can efficiently protect it, will pass to others, and it will not readily return. Continental manufacturers have always been heavily handicapped by the position England has held since the commencement of the century, and the distributing trade would doubtless have passed from us in process of time. The opening of the Canal has accelerated the change to the detriment of English manufactures, and consequently of the national wealth; and it must tend to make England less and less each year the emporium of the world. We are experiencing the results of a natural law that a redistribution of the centres of trade must follow a rearrangement of the channels of commerce. Second, the diversion of traffic from the Cape route has led to the construction of steamers for special trade to India and the East through the Canal. On this line coaling stations are frequent, and the seas, excepting in the Bay of Biscay, are more tranquil than on most long voyages. The result is that an inferior type of vessel, both as regards coal stowage, speed, endurance, and seaworthiness, has been built. These "canal wallahs," as they are sometimes called, are quite unfitted for the voyage round the Cape, and should the Canal be blocked by war or accident they would be practically useless in carrying on our Eastern trade. Since the Canal has been deepened they have improved, for it has been found cheaper to have more coal stowage, but they are still far from being available for the long voyage round the Cape. Had the Canal not been made a large number of fine steamers would gradually have been built for the Cape route, and though the sailing ships which formerly carrried the India and China trade would have held their own longer, we should by this time have had more of the class of steamer that would be invaluable to us in war time, and our trade would not have been liable, as it is now, to paralysis by the closing of the Canal. Third, Sir William Hunter has pointed out that, since the opening of the Canal, India has entered the market as a competitor with the British workman; and that the development of that part of the Empire as a manufacturing and food-exporting country will involve changes in English production which must for a time be attended by suffering and loss. Indian trade has advanced by rapid strides, the exports of merchandise have risen from an average of 57 millions for the five years preceding 1874 to 88 millions in 1884, and there has been an immense expansion in the export of bulky commodities. Wheat, which occupied an insignificant place in the list of exports, is now a great staple of Indian commerce, and the export has risen since 1873 from 1¾ to 21 million hundredweight. It is almost impossible to estimate the ultimate dimensions of the wheat trade, and it is only the forerunner of other trades in which India is destined to compete keenly with the English and European producers. The position in which England has been placed by the opening of the Canal is in some respects similar to that of Venice after the discovery of the Cape route.

THE PRESS ON THE NAVY.

The *Times*, commenting on Lord Charles Beresford's speech at the Cutler's feast, says :—"The true remedy thus lies not inside the Admiralty, but outside it. We are satisfied that one and the same cause is in the main responsible both for the inefficiency of the Admiralty and for the insufficiency of the navy, and that is the indifference of the country. The country leaves the matter to the Government, and the Government always finds economy popular with the House of Commons and shapes its policy accordingly. Hence arise many of the minor defects which are directly due to the improvident pursuit of a false economy. It is certain that we cannot have a cheap navy and a strong and efficient navy. It is equally true, no doubt, that we do not at present get our money's worth for our money ; but the remedy for both defects really lies in the hands of the country at large. The country now knows, or ought to know, if it has taken to heart the lessons of the late manœuvres, that the navy is not strong enough to defend the Empire and protect its commerce. It ought to insist, therefore, that the navy should be strengthened at once, and that those who administer it should be taught to do their duty."

The *Standard* says :—"We need fresh battle ships as well as fresh cruisers. But neither battle ships nor cruisers are of much avail unless they can be used with scientific and organized intelligence. We fully agree with Lord Charles Beresford, that this is our weakest point. There is throughout our navy, and more particularly at head-quarters, a want of system, of foresight, and of readiness to cope with modern needs and dangers. Unfortunately, it is easier to point out defects than to indicate a remedy, and Lord Charles Beresford is much more successful in the former than in the latter operation. But how is improvement to be expected if the 'expert' throws up his post in a fit of ill-humour or pique the moment he finds that he must consult other opinions and other prepossessions besides his own ? Lord Charles's theories are, for the most part, excellent ; but their effect is a good deal diminished by his practice."

The *Morning Post* says :—"Lord Charles is trenchant without being flippant, and he is entitled to be heard with attention from his admitted knowledge of the subject on which he speaks. The recent experiments are held to prove that not only is our numerical superiority actually insufficient of itself, but that the reserve of battle ships which is rendered necessary by the vast extent of our Empire and by the dependence of the United Kingdom itself on imported food supplies is nowhere to be found. Economy is a great but not an exclusive good in the administration of the British navy, and the conclusions of Lord Charles Beresford should not be forgotten until the ships of England are in all respects equal to the duties which may be imposed upon them."

The *Morning Advertiser* says :—"According to Lord Charles Beresford, we are at this moment in a perfectly parlous state. It must be owned, moreover, that there was much force in the vigorous strictures of the late junior lord, whose resignation of his post is proof of the honesty as well as the strength of his convictions."

The *Daily News* says :—"If Lord Charles Beresford is right, the dispute is not much more than a family quarrel between the service and its civil administrators, and the latter at least cannot expect the country to do anything until they have themselves set the example. It agrees with Lord Charles Beresford, and because it agrees with him it would be perfectly justified in asking him and his friends what they mean to do. There has never been a more humiliating picture of a system than that which Lord Charles Beresford has just drawn, in the character of one who knows. The departments, though they never leave dry land, are yet always at sea. The truth is that the whole picture has been overcharged. Much has been done. It is for Governments to begin. When they have earned public confidence by amendment, the country will certainly do the rest.

The *Sheffield Independent* (L) says :—"Lord Charles Beresford's description of the lamentable muddle which characterizes the whole system of our so-called organization is a telling indictment against the Administration. Lord Charles Beresford made several practical suggestions for the future, with most of which, we imagine, all patriotic men will agree, whatever their party feelings. The demand that the Administration shall forthwith consult experts, formulate a general scheme for placing the navy on a sound footing, and publish this document with details as to the reasons for arriving at the conclusions, and the cost of carrying out the scheme, will, we think, be generally endorsed. Our naval wants ought to be boldly faced."

The *Sheffield Telegraph* (C.) says :—"That there are defects in organization and administration we admit. Ministers admit it, but being less impulsive than their late colleague they are endeavouring to effect reforms slowly and surely. Lord Charles and those who are with him in the Alarm Brigade ut the ground from under their own feet when they preface their demand for increased expenditure by the accusation that the present expenditure is wasteful. With the practical suggestions thrown out by the noble lord we thoroughly agree."

The *Yorkshire Post* (C.) says : "Conscientious economy in the administration of the Department ; more cruisers and battle-ships ; a well-organised Intelligence Department ; and the adaptability of the training of our officers and men to modern naval appliances ; efficient preparation for the defence of our coasts—these, in the opinion of the late Junior Lord of the Admiralty, are the things imperatively required before Englishmen can feel confident that they can hold their own against any possible combination of enemies that might come against them. And there is no sound reason why we should not have them."

The *Liverpool Courier* (C.) says :—"The Government position is that Rome was not built in a day, and that if a navy which even experts would call complete for the moment could be built in a year, the cry next year might be that it was obsolete, and should not have been built at all On the whole we think it would be a good thing to call the experts together, just to see what they would make of it. It is all very well to tell us that our position is that of pandemonium, but we want to pave the way out described on 'business principles.'"

TO-NIGHT'S ENTERTAINMENTS.

LYCEUM THEATRE.

(Sole Lessee, Mr. HENRY IRVING.)

EVERY EVENING (including Saturday), at 8.15,

Mr RICHARD MANSFIELD as
DR. JEKYLL AND MR. HYDE.

MORNING PERFORMANCE EVERY SATURDAY, at 2.30.
Box-office (Mr. J. Hurst) open daily from 10 to 5.

HAYMARKET THEATRE.

(Lessee and Manager, Mr. H. BEERBOHM TREE.)

TO-NIGHT, at 8.30 precisely, the new original Drama, by Mr. HADDON CHAMBERS, entitled "CAPTAIN SWIFT." Mr. Tree, Mr. Macklin, Mr. Kemble, Mr. Fuller Mellish, Mr. Allan, Mr. Harwood, Mr. Harrison, and Mr. Brookfield ; Lady Monckton, Miss Rose Leclercq, Miss Cudmore, and Mrs. Tree. Preceded, at 7.50, by THAT DREADFUL DOCTOR. Doors open at 7 30. Box-office open daily, 10 till 5.

CRITERION THEATRE.

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BETSY, EVERY EVENING, at 9. Preceded by, at 8.10, THE DOWAGER. Doors op at 7.45. N.B.—Stage and Auditorium Lighted entirely by Electricity.

ADELPHI THEATRE.

(A. and S. GATTI, Sole Proprietors and Managers.)

THIS EVENING, at Eight, THE UNION JACK. Mr. William Terriss; Messrs. C. Cartwright, J. D. Beveridge, J. L. Shine. L. Cautley, D. Somers, H. Russell, E. Lennox, &c. ; Miss Millward ; Mesdames Helen Forsyth, O. Nethersole, D. Drummond, E. Bufton, and Clara Jecks. At 7.15, THE REFUGEES. Mr. D. Somers, &c.

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(Sole Lessee and Manager, Mr. EDWARD TERRY.)

(Acting Manager, Mr. H. T. BRICKWELL.)

The safest and coolest Theatre in London, constructed entirely with concrete and iron, absolutely fireproof; lighted throughout with electricity.

TO-NIGHT, at 8.30, A. W. PINERO's New Three Act Domestic Drama, SWEET LAVENDER. 175th Time. Messrs. Edward Terry, Alfred Bishop, Brandon Thomas, T. C. Valentine, Bernard Gould, F. Kerr, Sant Matthews; Mesdames M. A. Victor, Carlotta Addison, Maude Millett, Eva Wilson. Doors open at 8. Carriages 11. MATINEE EVERY SATURDAY, at 2.30. Seats at the Libraries and Box-office, open from 10 to 5. Telephone 2,702.

GLOBE THEATRE.

(Lessees and Managers, Mr. EDGAR BRUCE and Miss EDITH WOODWORTH.)

THIS EVENING, at 8.45, BOOTLES' BABY. 109th Time. Messrs. Charles Sugden, C. W. Garthorne, Forbes Dawson, A. J. Byde, Gilbert Farquhar, C. Kent, and Charles Collette; Mesdames Webster, Henrietta Lindley, Rose Evelyn, F. Henry, Minnie Terry. At 7.45, TRUE COLOURS. Messrs. Forbes Dawson, A. J. Byde; Mesdames Giffard and Florence Henry.

PRINCE OF WALES' THEATRE.

(Sole Lessee and Manager, Mr. HORACE SEDGER.)

EVERY EVENING, at 7.40, WARRANTED BURGLAR PROOF.
At 8.30, punctually, DOROTHY. (714th Performance.)
Mesdames Marie Tempest, Florence Perry, Harriet Coveney, F. Neville, and Amy Augarde ; Messrs. Ben Davies, Furneaux Cook, Arthur Williams, J. Le Hay, S. King, and C. Hayden Coffin. Musical Director, M. Ivan Caryll. Doors open 7.30. Box-office open from 10 till 5.
MATINEE EVERY SATURDAY, at 2.30.

ITALIAN EXHIBITION.

In Concert Hall and Theatre, FRATELLI PRANDI's MARIONETTES, "AMOR" and "THE LIVING SKELETON," at 3 and 7.45 P.M. The NEAPOLITAN MANDOLINISTS at 4.30 and 9 P.M.

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SAVOY.—Proprietor and Manager, R. D'OYLY CARTE.—THIS EVENING, at 8.30, THE MIKADO, Japanese Opera. By W. S. GILBERT and ARTHUR SULLIVAN. At 7.30, MRS. JARRAMIE'S GENIE. Box-office open from 9 A.M. till 11 P.M.

SAVOY.—THE MIKADO.—THIS and EVERY EVENING, at 8.30, and SATURDAY AFTERNOON, at 2.30, until further notice. Messrs. G. Grossmith, R. Temple, R. Cummings, H. B. Lebreton; and J. G. Robertson ; Mesdames G. Ulmar, S. Grey, A. Cole, and Rosina Brandram.

SAVOY.—THE MIKADO.

COMEDY THEATRE. — TO-NIGHT, at 9 o'clock, a New Farcical Comedy, in three acts, entitled UNCLES AND AUNTS, by W. LESTOCQ and WALTER EVERARD. Mr. W. S. Penley, Mr. Charles Groves, Mr. Wilfred Draycott, Mr. W. F. Hawtrey, Mr. Walter Everard, and Mr. W. Lestocq. Miss Cissy Grahame, Miss Maria Daly, Miss Caroline Elton, Miss Kate Lee, and Miss Vane Featherston. Preceded by, at 8, BARBARA. Messrs. A. G. Andrews, Norman Bent, Misses May Scarlet and Cissy Grahame.—Business Manager, Mr. E. F. BRADLEY.

UNCLES AND AUNTS, TO-NIGHT, at 9. FIRST MATINEE SATURDAY, September 15, at 3 o'clock.

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FREEMAN THOMAS' SEVENTH ANNUAL SERIES of PROMENADE CONCERTS.
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Grand Orchestra of 150 Performers and Band of the Coldstream Guards combined.
Conductor: Mr. A. GWYLLYM CROWE.
SMOKING LOUNGES IN ALL PARTS OF THE THEATRE.
Vocalists This Evening:—Mdme. ALWINA VALLERIA and Mr. SIMS REEVES. Mr. JULIAN EGERTON (Clarionet Solo). Mr. HOWARD REYNOLDS (Solo Cornet).
Prices of admission:—Private Boxes from 10s. 6d. to £3 3s.; Grand Circle seats (numbered and reserved), 2s. 6d.; First Circle (numbered and reserved), 2s.; Amphitheatre Stalls, Amphitheatre, and Promenade, One Shilling. Doors open 7.30; commence at 8. Box-office open daily 10 to 5.
SEASON TICKETS (transferable) ONE GUINEA.
NOTE.—TO-MORROW (Saturday), Vocalists: Mdme. CLARA SAMUELL, Mdme. ANTOINETTE STERLING, Mr. SYDNEY TOWER, and Signor FOLI.

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Manageress, Miss SOPHIE EYRE.

GAIETY.—"SHE," TO-NIGHT and EVERY EVENING, at 8.

GAIETY.—"SHE."—Miss SOPHIE EYRE as SHE.

GAIETY.—"SHE."
Miss MARY RORKE as USTANA.

GAIETY,—"SHE."
Miss FANNY ENSON as AMENARTOS.

GAIETY.—"SHE."
Mr. EDMUND MAURICE as LEO.

GAIETY.—"SHE."
Messrs. Julian Cross, Edmund Gurney, E. Cleary, Maxwell, J. East; Mesdames Enid Leslie, C. Elliott, Wilson, Vyse, Graves, &c.—GAIETY THEATRE.

GAIETY.—"SHE" TO-NIGHT and EVERY EVENING at 8, a Romantic Play from the celebrated Novel of H. Rider Haggard, dramatised by permission by Mr. Edward Rose, rewritten and adapted for Miss Eyre by Mr. William Sidney and Cio Graves. Stage Manager, Mr. W. Sidney. Scenery by H. Emden and E. G. Banks. Original Music by E. Solomon and Hamilton Clarke. Dances by J. D'Auban. Wigs by Clarkson. Dresses by Harrison and Miss Fisher. Box-office now open from 10 till 6. Prices from 1s. to £4 4s. Manager, Mr. Eugene C. Stafford.—GAIETY THEATRE.

GAIETY.—"SHE."
"In earth and skie and sea
Strange thynges ther be."—"SHE."
GAIETY THEATRE.

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Will REOPEN on SATURDAY, September 22.
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NOTICES.

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MR. BRADLAUGH'S LEGAL EXPENSES.

We have received the following subscriptions since the publication of our last list:—

Vincent S. Lean	£10 0 0
Mrs. E. M. Wood	5 5 0
Three members of the Bradford Liberal Club per W. P. Byles	2 10 0
Corvus	2 0 0
W. M. Wilkinson	1 1 0
R. J. Brown	0 10 6

The sum of £1 1s. acknowledged as from Mr. Hurly should have been entered as from Mr. Hertz.

To the EDITOR *of the* PALL MALL GAZETTE.

SIR,—There is probably no man living with whose views and opinions I so completely disagree as I do with those of Mr. Bradlaugh. As a Catholic and Conservative, with a sneaking fondness for the least defensible remnants of the old order, my views are on most questions, I suppose, the very antipodes of those of the hon. member for Northampton. It is therefore with the greater pleasure that I enclose a cheque for £2 (I only wish it were more) as a slight expression of my high respect for Mr. Bradlaugh's character and honesty. The British Parliament could ill afford to lose a member as conspicuous for his ability and courtesy as for his bold assertion of unpopular opinions. An Extremist without fanaticism, a Radical without humbug, is too rare a phenomenon in these days of twaddle and self-advertisement to be lightly parted with. If we have another Liberal Government (which God forbid!) I hope we shall see Mr. Bradlaugh on the front bench, and long may he be spared to serve his Queen and country.—Yours faithfully,

CORVUS.

Mr. George Anderson, the treasurer, writes us as follows from 35A, Great George-street, Westminster:—

"Through misreading a signature I unfortunately acknowledged a donation of £20 as from 'Mr. J. Shawkewait,' which should have been Mr. J. Shaw Stewart. Your kindly correcting my mistake in a future issue will oblige."

A subscription of One Guinea acknowled as from C. F. Moscow, should have been entered as from C. F. Moxon.

Received since last acknowledged by Treasurer:—

Mr. and Miss Hull	£10	0	0	Miss Truelove	£0	10	0
Thos. B. Potter	10	0	0	W. J. Paul	0	10	0
G. R.	10	0	0	V. C. Herand	0	10	0
H. Cossham, M.P.	5	5	0	W. J. Frost	0	10	0
"An Admirer of Intelligence and Perseverance"	5	5	0	Mr. Hartman	0	10	0
Wm. Volckman	5	0	0	A few working Opticians per H. George	0	8	6
W. A. Wyllie	5	0	0	W. Goodwin	0	5	0
Jas. Fischer Armistead	5	0	0	T. Burkett	0	5	0
Mr. Truelove	2	0	0	Geo. Robinson	0	3	0
Mrs. Truelove	1	0	0	W. Peddie	0	2	6
W. M. Bramston	1	0	0	G. Haines	0	1	0
A. Pomeray	0	10	6	"A Friend"	0	1	0

Received through *Pall Mall Gazette* ... 32 6 6
Received by Treasurer to date ... £828 4s. 0d.

THE PARNELL DEFENCE FUND.

We have received the following subscriptions for the Parnell Defence Fund:—

A. E.	£2 0 0
W. M. Wilkinson	1 1 0
C. E. T.	1 0 0

Mr. Ralph Neville, M.P., writes as follows concerning the Parnell Defence Fund:—

Addlestone, Surrey, Sept. 3, 1888.

My dear Evans,—I am delighted to see Liverpool in the van in the endeavour to mitigate the injustice inflicted upon the Irish members by the Charges and Allegations Act, and I gladly enclose a subscription towards the Parnell Expenses Fund. You know, I think, my opinion of the action of the Government in this matter, which is that it is most unconstitutional and most unfair to the Irish members. The injustice involved in an inquiry including the gravest charges against individuals, but extending to matters not directly connected with them, so far as regards the miscarriage of justice which it invites, is perhaps more readily apparent to the professional mind, but the enormous expenses which anything like an efficient defence under such circumstances must entail is apparent to all, and I thank the Liberals of Liverpool for having so promptly given practical expression to their opinion of the course insisted on by the Government.

ELECTRIC SUGAR.

Apropos of an article which we published some three weeks ago on the New York Electric Sugar Company's process, a correspondent informs us that a trial was made about twelve days ago, and proved a complete success, although, owing to a slight flaw, the machinery broke before much sugar was refined. The machinery was expected to be completed by Thursday (6th inst.), when a public trial was to take place, which a number of prominent men in New York have been invited to attend. If the company really accomplishes all it expects the sugar trade will be revolutionized. How will it affect the recent Sugar Convention?

THE LIVING FIREWORKS AT THE PALACE.

Yesterday was a "gala" day in every respect at the Crystal Palace, and a very large number of visitors took advantage of the opportunity of seeing not only the best fireworks of the season, but also the grounds of the gardens looking their very best under the clearest summer skies. Whatever amuse-

ments were provided in the grounds proved attractive; the switchback sleighs were flying to and fro all day long, the lake was all alive with boaters, and the swings and merry-go-rounds were kept in constant motion; most of all, the "Boston Riding School," to watch which was in itself an entertainment when old gentlemen stolidly rode the lively chargers, and stout matrons mounted the steeds. Two excellent bands, the Grenadier Guards and the Coldstream Guards, played alternately in the Palace and in the grounds. Several stage performances drew large numbers of spectators, but the chief events of the day were the fireworks, which were selected with particular care, Messrs. C. T. Brock and Co., the Palace pyrotechnists, taking their well-earned annual benefit. The weather was exceptionally favourable, and even before the crowning events took place, the gardens, as seen from the Palace, looked more like fairy-land than they have probably done any evening during the season. Three hours before the announced time for the great display every ticket was sold, and about nine o'clock an enormous crowd swayed and filled every available piece of ground in front of the palace. The pyrotechnic novelties which proved most attractive were the boxers, *à la* Sullivan and Mitchell, appropriately entitled a Fight of the Modern Time; the Tournament, illustrating a Fight of the Olden Time; and the Firework Blondin, all of which living fireworks were loudly cheered. The marvellous purity of the colours was the delight of both experts in things pyrotechnic and of the general public, which left the Palace, well satisfied to fight its way into a train, after a magnificent magnesium flash had brought Messrs. Brock and Co.'s benefit to a brilliant and suitable conclusion.

A LABOURERS' PROGRAMME.

We have received a manifesto from the Amalgamated Society of General Labourers, with a declaration of principles, from which we make the following extracts:—The "Amalgamated Society of General Labourers" was established at Battersea, in the county of Surrey, August 13, 1883. The principles which actuated its originators was that of systematic organization, and the desire of forming a bond of Union and Brotherhood throughout all grades of unskilled labour. Its watchword is, To labour: What it produces. This is the central point of the organization. And it is from this great standpoint the benefits must be estimated, as we contend that it is a duty which society owes to the individual to provide the means of subsistence and comfort in sickness and old age. In this case, we merely step into the breach, and by our organization make up the deficiencies of obsolete and worthless Governments.

Then say we: take no part in party politics, as known at the present day; at the same time, we hold that there can be only one opinion among workmen as to the necessity for the genuine representation of labour upon all national and local bodies.

Lastly, we appeal to all concerned in the regeneration of labour—to the agricultural slaves of our rural population, who, bowed down with toil and old age, are wending their cheerless way to a pauper's grave; to the sweaters victims of our cities who have grown weary waiting for their deliverance which has not yet come; to the factory operatives of our great industrial centres, whose occupation has disfigured the man and the woman to at best a mere part of an iron machine, where, engulfed in those "living tombs" called workshops, whose blighting atmosphere and stifling smoke converts our land into an earthly Pandemonium, they linger and die before half their days are gone; to all who are placed outside the pale of trade unions through a supposed lack of mechanical skill—come and join us, come and help us, organize with us, so that we by our united efforts may be able, one and all, to lift our heads above the waters which are engulfing us on every side. Do this, and you will have done all that is possible within the laws of your country to forward the cause of humanity.

A mass meeting will be held in Battersea Park next Sunday. The chair will be taken at three o'clock by William Skudder. Unskilled labourers of all grades are earnestly invited to attend and make the meeting one worthy of the occasion. The appeal concludes with the declaration: "You have nothing but your chains to lose and a world to win."

A PRESENT TO THE PRINCE OF WALES.

AMONG the more curious of the innumerable Silver Wedding presents received by the Prince and Princess of Wales is the crocodile, of which we here give a picture. The beast, which bears the following inscription, was mounted by Rowland Ward and Co., 166, Piccadilly, W.:—

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THE NATIONAL PARNELL EXPENSES FUND.

At a MEETING held in the REFORM CLUB, LIVERPOOL, on August 16, 1888, It was resolved—

"That in the opinion of this meeting it is desirable to form a Parnell Expenses Fund to assist Mr. Parnell and his colleagues in defraying the heavy expenses which must be incurred in connection with the accusations of the *Times* newspaper."

LIVERPOOL MERCURY writes:—

"A Parnell Defence Fund was inaugurated yesterday among Liverpool Liberals. This city is not a centre of triumphant Liberalism, but it has led the way on this occasion in a movement which we have no doubt will be cordially taken up all over the kingdom. Mr. Parnell has been forced by his political opponents into an ordeal out of which he cannot emerge except at enormous cost. As no vote of money has been offered for his assistance by those exceedingly disinterested gentlemen who form the Government, he may possibly be called upon to expend the greater part of his fortune in costs, since it will be impossible for him to dispense for one moment with the services of his legal advisers."

LIVERPOOL DAILY POST writes:—

"At a largely attended meeting of Liverpool Liberals, held yesterday in the Reform Club, Dale-street, it was resolved to organize a Defence Fund for Mr. Parnell, and an influential committee was appointed to carry out the object in view."

FREEMAN'S JOURNAL writes:—

'It is an announcement of unique significance and cheering import that for the first time in the history of the relations of England and Ireland a great English party has advanced spontaneously, munificently, and openly to the defence of the leader of the Irish national movement. An initiative such as this is the test of the trusty and helpful alliance of the English Liberal opinion with Home Rule Ireland. English Liberals have taken a step of honest men, and determined to see fairplay done. That move of theirs will do more to cement the bonds of confidence and mutual esteem between them and the Irish people than many speeches and writings. It is an inspiriting sign to find our English friends in the van. The record of this alone will be a political landmark to point to in future time."

PALL MALL GAZETTE writes:—

"The Liberals of Liverpool, who have often distinguished themselves by their vigorous and independent initiative, have once more taken the lead in a matter of national importance. On Thursday they started a National Defence Fund for Mr. Parnell and his fellow members, by which it is hoped it will be possible to pay the whole of the legal expenses incurred in exposing the *Times* slanders before the Special Commission. The Irish have frequently shown what they can do in the shape of national defence funds. It is now for the people of the larger Island, north and south of the Tweed, to show that they can be as liberal and as prompt as the poorer Irishry."

NEWCASTLE CHRONICLE writes:—

"The Liberals of Liverpool have initiated a subscription for paying the expenses that will be entailed by Mr. Parnell by the Irish Commission. This is a highly commendable proceeding, and we trust it will receive adequate support."

Sir WALTER FOSTER, M.P., writes:—

"The Fund has so excellent an object, and one with which I feel so thoroughly in sympathy, that I shall be glad to help as far as I can afford."

Mr. JOHN T. BRUNNER, M.P., writes:—

"DEAR MR. EVANS,—I beg to hand you herewith a cheque for £20 for the Parnell Expenses Fund.

"It is with very keen pleasure, though entirely without surprise, that I have seen in the papers to-day the statement quoted from Mr. Gladstone's article in the forthcoming 'Nineteenth Century,' that in the unanimous judgment of the Cabinet of 1882 Mr. Parnell was not associated with crime.

"Mr. Parnell is now endeavouring to prove to the world what was proved to the satisfaction of the Cabinet six years ago—he is not accused of association with crime at any later date—and I take it that the object of your committee is, as far as money can do it, to put him on fair and equal terms with his wealthy, powerful, and unscrupulous antagonists. With this object I am in cordial sympathy."

"You tell me that it is your wish to receive gifts in large numbers rather than large individual contributions. I have no doubt that your wish will be realized, for the vast majority amongst us, whether Liberal or Tory, are at all times lovers of fair play.—Yours faithfully,

"JOHN T. BRUNNER.

"Edward Evans, jun., Esq."

Mr. WALTER S. M'LAREN, M.P., writes:

"I both hope and believe that the result of the Scotch action will be to vindicate Mr. Parnell's innocence, and as the whole battle is a political one I feel that those of us who support the Irish cause in the House of Commons should also, as far as we are able, assist in obtaining justice for the Irish members in the courts of law."

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